



In 12 short months, Studebaker Free Wheeling has been approved throughout the world. Its economy and safety are established as a public benefaction.

HONG KONG & SHANGHAI HOTELS, LTD.
(Incorporated in Hong Kong.)

The China Mail

ESTABLISHED 1845.

TO-DAY'S DOLLAR.—The closing rate of the dollar on demand, to-day was 1/5 6/16.

No. 27,988 HONG KONG, THURSDAY, DECEMBER 24, 1931. PRICE \$3.00 Per Month.



GERMANY UNABLE TO PAY

CHIEF FINDING OF BANKING EXPERTS

COMMON ACTION

IN ORDER TO AVOID A FURTHER CATASTROPHE.

Basle, Yesterday. That Germany will be unable to pay conditional annuities under the Young Plan, when the Hoover Moratorium expires, is the chief finding of the special Commission of the Bank of International Settlements. The report says that the collapse of world trade has increased Germany's burdens, and the problem demands common action by all Governments, otherwise there will be a further catastrophe. The report urges restoration of confidence by adaptation of all debts as between countries, namely reparations and other debts.—Reuter.

HOOVER MORATORIUM BILL RATIFIED.

Washington, Yesterday. President Hoover has signed

the Moratorium Bill, thus completing ratification of breathing space for Europe.—Reuter's American Service.

LOCAL SHARE MARKET.

Quieter Opening This Morning.

TRAMS RISE.

The official summary issued by the Stock Exchange to-day states:—

The opening was somewhat quieter this morning, with scarcely any change in the rates, except Trams, which were marked up to \$21 1/2.

Sales.

Banks, \$1,480.
Providents (old), \$5.35.
Cements (combined), \$19.30.
Hotels (old), \$15.30/\$15.35.
Telephones (part paid), \$28 1/4.
Ropes, \$18 1/4.

Buyers.

Douglases, \$25.
Wharves, \$153.
Hotels (old), \$15.30.
Hotels (new), \$14 1/2.
Chinese Estates, \$95.
H.K. Electric, \$77 1/2.
Cements (combined), \$19.30.
Cements (old), \$12 1/4.
Amusements, \$19.90.
Union Waterboats, \$24.
Providents (old), \$5.30.
Providents (new), \$2.35.
H.K. Lands, \$81.
Trams, \$21 1/2.
Telephones (part paid), \$29.
H.K. Ropes, \$13.
Dairy Farms, \$28 1/2.
Watsons, \$16.
Constructions (old), \$5.55.
Constructions (new), \$1.90.

Sellers.

Banks, \$1,500.
Raubs, \$40.

STOP PRESS

London, Yesterday. The planter, Mr. Robert Taylor, who was reported missing yesterday, has been found in a Kensington Hotel. He is declared to be suffering from loss of memory as the result of an attack of malaria.

Rotterdam, Yesterday. The steamer Oostkerk with a cargo of copra and oil has been seriously damaged by fire in Rotterdam harbour.—Reuter.

SHIPBUILDING TRUCE IDEA.

Cunard Company Not Approached.

FRANCE VOTES FUNDS.

London, Yesterday. The Cunard Company states it has not received any communication from the French Government or Compagnie Generale Trans-Atlantique in regard to cessation of building of ships. The Cunard Company is aware that, after the recent visit of M. Laval to Berlin Franco-German steamship companies have been discussing the limitation of tonnage, but the new Cunarder is necessary for the Company's express services of mail steamers to the United States. The Cunard Company point out that since 1914, when the Aquitania was lost, and the express ship built for the Cunard commenced its career, the French line built two express liners and is constructing a third similar in tonnage to the new Cunarder, while the Germans have introduced the Bremen and Europa of fifty thousand tons each the fastest Atlantic liners, and the Italians are building two vessels of about fifty thousand tons each.—Reuter.

COMPANY REPORT.

China Light & Power Company.

DIVIDEND ANNOUNCED.

The report of the Directors of the China Light & Power Co., Ltd., for presentation to the shareholders at the thirteenth ordinary yearly meeting to be held at the head office of the company, St. George's building, on Thursday, December 31, at noon is as under:

The Directors have now to lay before the shareholders a Statement of Accounts for the year ended September 30, 1931:

The gross profit for the above period is \$813,635.29
Plus scrip fees and exchange 1,128.62
Amount brought forward from last year 43,394.93
\$858,156.14

After allowing for:—

Directors' and auditors' fees \$ 13,800.00
Consulting Engineers' fees 5,841.22
Loss on Sale of No. 2 Alterator Set, Donations, and Sinking Fund Instalment 4,588.29
Interest 6,238.45
Depreciation on Buildings, Plant, Stock and Change of Pressure and Change of Frequency 48,563.79
222,790.29

The balance available for appropriation is \$556,639.10

The Directors recommend a dividend in respect of the financial year ended September 30, 1931, of 50 cents per share on 999,567 shares, absorbing 499,783.50

Leaving a balance to be carried forward to the new year's account of \$56,755.60
Directors.—During the year, Mr. J. Scott Harston resigned from the Board, and Mr. Felix A. Joseph accepted a seat in his place.

The Board now consists of the following gentlemen:—Mr. R. G. Shevan (ex-officio), Chairman, Mr. A. H. Compton, Mr. C. A. da Rosa, Sir Robert Ho Tung, Sir Elly Kadoorie, K.B.E., the Hon. Mr. J. P. Braga, Mr. Lawrence Kadoorie and Mr. Felix A. Joseph.
Under Article 95 of the Articles of Association, Sir Robert Ho Tung and Sir Elly Kadoorie, K.B.E., re-

FIRE AT KIDDIES' PARTY

FILM BURSTS INTO FLAME.

PANDEMONIUM

SLIGHT INJURIES TO 2 GROWN-UPS.

Great excitement prevailed for a little while in the home of Mr. G. A. Langston, at 287, The Peak, yesterday evening, during a children's Christmas party. A cinematograph display was being given to the children, when one of the films in the machine took fire, apparently through over-heating. The film reel was completely destroyed, and the projecting machine also suffered damage.

Mr. Law Kau, who was operating the machine, at the time, was slightly burned about the face and hands.

In the pandemonium, which followed the outbreak, one of the party, Mrs. Stearns, who lives at the Peak Hotel, rushed to open one of the windows, and accidentally thrust her right hand through the glass, and cut her fingers.

Fortunately, there were no other persons injured. The fire was soon extinguished.

CHINA AND JAPAN.

Japanese Anti-Bandit Operations.

CAUSE PERTURBATION.

Paris, Yesterday.

The fact that the personnel of the Manchurian Commission of Inquiry drafted at Geneva still awaits definite appointment and sanction by the Sino-Japanese Governments was made clear in connection with discussions this afternoon between M. Briand and Mr. Yoshizawa and the Chinese delegate, Mr. Hoo (who is replacing Dr. Sze), when, it is understood, they dealt with the situation at Chinchow and the question of the composition of the Commission.

It is impossible to submit a complete list just now, as certain of those invited, whose names have already been published, including Lord Lytton, have not yet replied.

The scale of Japanese anti-bandit operations has caused misgivings in Chinese quarters, and induced Mr. Hoo to report about it to M. Briand and discuss possible eventualities. It is understood, in the event of any Japanese action, which the Chinese regard as contravening Article Two of the last League resolution, China may be expected to appeal again to the League which still officially has the matter in hand in accordance with Article Six of the same resolution. It is undecided, however, upon which Article of the Covenant the appeal will be made.—Reuter.

tire, but, being eligible, offer themselves for re-election.
Auditors.—The Accounts have been audited by Messrs. Lowe, Bingham & Matthews and Messrs. Linstead & Davis, who are eligible for re-election.

KOWLOON DOCK'S CHRISTMAS.

Annual Gathering for the Children.

A HAPPY BAND.

Yuletide festivities at the Kowloon Dock were ushered in yesterday afternoon, when the kiddies' Christmas Tree Party was held, there being about ninety children, of all ages, present. Tea was served in the Sail Loft, where two long tables, laden with lovely cakes and sandwiches, were soon made barren by the happy children—each with a cheerful smile on his or her face. Even the bonny babies "tucked in" and enjoyed themselves.

After tea, the party assembled in the Reading Room, of the Kowloon Dock Recreation Club, where a programme of entertainment, well arranged by Pipe Major and Mrs. Mackie, was given by the elder girls and boys. The stage was neatly arranged and the decorations gave the right Christmas atmosphere.

Talented Juveniles.

The programme opened with the singing of "Hark the Herald Angels Sing," and this was followed by a song of welcome, "A Merry Christmas," by the charming Haymakers. Next, Masters F. Cullen, Calman, Mackie, and J. Cullen entertained with a piratical number, which the kiddies thoroughly enjoyed. A piano solo by Miss Beatrice Cullen brought forth loud applause, and she delighted with another number. The Sword Dance, the Great Scottish favourite, by the Misses Brown, Goodman and Mackie, was well received, as was an Indian Game item, "Who Wins." The Misses Brown Goodman and Mackie also delighted the gathering with the Highland Fling. A sketch, entitled "Good Deeds," in which the juvenile players spoke and sang in verse form, was extremely well done.

Little Miss D. Brown was warmly applauded for her Irish Jig, and the finale, "The Floral Dance" brought a splendid entertainment to a close.

Father Christmas.

There was much excitement when the arrival of Father Christmas (Mr. D. F. Warren) was announced. From a tree, adorned with many beautiful gifts, Santa Claus took off a present for each child under the age of fourteen years.

MRS. NEWELL'S PARTY.

Children at the Volunteer Headquarters.

It was a happy day for the 200 children who gathered at Volunteer Headquarters yesterday afternoon for a Christmas treat. The interior of the hall was gaily decorated with bunting, balloons and coloured crepe, and illuminated with multi-coloured lights. "Father Christmas" was in evidence and was a popular figure, being in great demand. A gift for each of the children was laid out on two benches and filled the party with eager anticipation.

Lady Peel, who was accompanied by Mr. G. W. A. Tufton, arrived during the afternoon, and consented to judge the fancy dress costumes.

Music was provided by a band from H.M.S. Kent, and after tea a Chinese Punch and July show was given on the Parade Ground, causing much amusement.

(Continued in next column.)

CHRISTMAS IN THE HOMELAND

NOT A "WHITE" XMAS BUT FINE AND CRISP

ANIMATED SHOPPING SCENES

ENGLISH RESORTS ON SOUTH COAST WELL PATRONISED.

Rugby, Yesterday. Weather forecast for the Christmas holidays promises conditions to be fine and less cold than in the last few days. Recent popular expectations of the traditional "White" Christmas are not endorsed by meteorological experts who, however, forecast snow before the new year.

In spite of prevailing economic difficulties shopping centres have shown, in the last few days, the animation usual at this season, and traders report a large volume of business, though generally at lower prices than in recent years.

To-day saw the beginning of the holiday traffic, and both railways and motor coach services are offering special reduced fares and numerous day and half-day excursions. Trains are being run in duplicate and often in triplicate to-day and to-morrow.

A feature of the holiday traffic is the large number of visitors to English resorts on the South Coast and elsewhere, and a corresponding reduction in Continental bookings.—British Wireless Service.

SEVERE WINTERY CONDITIONS ON CONTINENT OF EUROPE.

SNOWSTORMS—ICE—BOUNDED RIVERS—SNOW AND FROST.

(Reuter's Special Service).

London, Yesterday. The European landscape is set for a good old-fashioned White Christmas—except in Britain. From all parts of the Continent come reports of icy conditions: South Germany is under snow; France and Spain have had falls of snow in various provinces; the Riviera is in the grip of King Frost; Portugal is suffering from the coldest spell of many years; Greece lies under three feet of snow; in Rome the sways of many fountains are frozen as they fall; at Florence the River Arno is ice-bound; Corsica has been without mail for two days, because of snowstorms; over the Black Sea a snowstorm is raging, while ice has paralyzed traffic on the Sea of Marmora. But, along the South Coast of England the weather is "fair and warmer," and weather forecasts are disappointing those who were hoping for and expecting the traditional "White Christmas."

Prizes for the fancy dresses

were won by:—
Girls.—1st, Bella Oliver; 2nd, Barbara Roe; 3rd, Rexie Stalker. Original Costumes.—1st, Betty Jopling; 2nd, G. Lloyd Jones.

Boys.—1st, Roland Cleme; 2nd, Jack Gecks; 3rd, Ronnie McLeod. Most original costumes.—1st, Roy Andrews; 2nd, Ralph Spenceclay.

The organisers of the party were Mesdames J. B. Newell, A. Walker, E. R. Hallifax, E. J. R. Mitchell, K. Greig and Stafford Smith.

CHRISTMAS WAITS.

St. Andrew's Carollers Tour Parish.

The splendid sum of \$138.50 was collected, for St. Dunstan's Homes by St. Andrew's Church carollers last night, when a party of singers, numbering about 80, toured the southern district of the parish. The party was headed by the Vicar (the Rev. W. Walton Rogers) with Mr. R. Baldwin, A.T.C.L., as musical conductor.

First call was made at the European Y.M.C.A., then at the Peninsula Hotel, and subsequently at the following places:—Empress Hotel, Carnarvon Buildings, Humphreys Buildings (Cornwall Avenue and Hanol Road), Knutsford Hotel, Lyceum Buildings, Kinsclere Hotel, and then back to the Church Hall, where the catollers were served with hot coffee and cakes.

Another tour of the parish will be made to-night, commencing from the Church Hall at 7.45 o'clock.

RECONSTRUCTION OF CREDITANSTALT.

Vienna, Yesterday. The National Council has adopted all three bills for the reconstruction of the Creditanstalt.—Reuter.

PENTREATH'S OFFICE ROBBED.

Mr. G. A. Pentreath, of Pentreath & Company, Alexandra Building, reports the loss of a CEC light, three tins of cigarettes, three grey covered note-books and an old magnifying glass, valued in all at \$110, from his office. This is the second occasion, within a month, upon which this office has been broken into and robbed. Access appears to have been gained through the sun-light of a window which was found broken.

G.B.S. AND GANDHI.

The remark that he did not see why he had been present was made by Mr. Gandhi at the reception by the Indian Medical Association at which a scheme for an Indian hospital in London was outlined at length. "You are the best judges of this scheme," said Mr. Gandhi. "I am really unable to pronounce any opinion."

Mr. Gandhi was then compelled to leave, whereupon Mrs. Sarojini Naidu jocularly observed, "You expected a benediction but he has gone with a curse." The Secretary of the Association informed Reuter that he invited Mr. Bernard Shaw, who replied that he would be glad to meet Mr. Gandhi but would "prefer not to do so under the circumstances, which will expose us to the risk of our conversation being reported."

MOTORISTS THIS IS YOUR PAGE

FORD PLANES.

New Branch Assembly Plant.

A party of officials of the Ford Motor Company, flying from Ford Airport, Dearborn, Mich., in a Ford de luxe trimotor plane, arrived at Buffalo Municipal Airport to take part in the formal dedication of the company's new branch assembly plant.

Members of the party included Charles E. Sorensen, W. C. Cowling, P. E. Martin, D. J. Hutchins, E. H. Martin, and J. R. Davis. The plane was piloted by Leroy S. Manning, Ford chief pilot. The party was welcomed at the airport by W. L. Yule, manager of the Buffalo branch.

Early on the morning of September 1 the plane, carrying Henry Seilheimer, director of the Buffalo office of the State Motor Vehicle Bureau and H. Hazen, of the Ford branch, took off for Albany. There Attorney General John J. Bennett, Jr., boarded the plane for the return flight to Buffalo where he was the principal speaker at the opening.

When the plane returned to Buffalo airport, Attorney-General Bennett was rushed to the Ford plant to attend a luncheon given by the company to 1,000 business men and public officials of Buffalo and western New York, preliminary to the formal opening which was set for 2 P.M.

The dedication attracted 20,000 to 25,000 persons from Buffalo, western New York and northern Pennsylvania. Many of them came in a series of motor caravans. These were merged at

noon on September 1 at Main Street and City Line and Seneca Street and City Line and paraded to the plant to take part in the opening.

Leading officials participated in these ceremonies. Among them were Mayor Charles E. Koesch, Frank C. Perkins, president of the City Council; State Comptroller Morris S. Tremaine, Representatives James M. Mead and W. G. Andrews, Mr. Seilheimer, and Horace Andrews, president of the Chamber of Commerce. Samuel Botsford, representing the Chamber, presided at the luncheon which preceded the opening.

The formal dedicatory ceremonies took place on a platform outside the main entrance, where Attorney General Bennett spoke. His address was broadcasted by radio station W.B.N. Following this Mr. Bennett pressed a gold button which set in motion the machinery.

Following the ceremonies, the guests began a tour of the plant. Upon reaching the end of the assembly line the first car to be completed was purchased on behalf of the city by M. C. Sorekman, director of purchases, and driven away by Mayor Koesch.

Visitors were admitted to the plant immediately thereafter. The "Open house" continued through September 5. Beginning September 1 the plant was in operation and open for inspection daily between 1 and 5 and 6 and 10 p.m. during that period. In addition to the tour guests were invited to inspect the Ford barge "Lake Sapor" which was moored at the dock adjoining the plant. A Ford trimotor seaplane was also on display in the slip.

Following the tour visitors were invited to see a sound motion picture which depicted activities at the Rouge plant of the Ford company at Dearborn, as well as those in the Ford coal and iron mines, forests and other sources of raw materials.

GOOD DRIVERS.

"Whatever happens always keep cool." — Sir Malcolm Campbell.

FRENCH CAR EXPORTS.

The following figures show in a striking manner how France has been affected by the world crisis during the present year, from the automobile standpoint. During the first nine months of 1931, 15,629 touring cars and 4,626 industrial vehicles were exported, as against 18,381 touring cars and 5,684 industrial vehicles, during the corresponding period of last year. (Over 30,000 touring cars were exported in 1929).

Imports have dropped, however, to a very much greater degree. During the first nine months of 1930, 6,372 touring cars were imported into France (mostly of American origin). This year only 1,969 cars have been imported during the same period. It should be noted that Ford cars do not figure in this total, as components are imported and assembled in France. The Ford works at Asnières is now turning out about 70 cars per day. How could the budget of any civilized country be balanced without the aid of the automobile? French motor taxation produced 6,056,236,944 francs during the past financial year.

SMARTEST CAR?

Scheme Now Taking Definite Shape.

Arrangements are proceeding apace in connection with the forthcoming Motor Rally which is to be organized by the Singapore Automobile Club and run on January 3 in conjunction with the Singapore Manufacturers' Exhibition.

The sub-committee of the Automobile Club is busy considering the details and it is expected that the completed outline of the scheme will be available.

It should be explained that a Motor Rally is in no way a race or a trial.

All the competitors will be asked to do is to polish up their cars and drive them to the appointed place of assembly on the day of the Rally.

At the present moment it is the intention of the committee to have classes for eight or nine sections comprising the following:—

- (1) Six-cylinder touring cars, over one year and under 18 months old.
- (2) Six-cylinder saloon cars, over one year and under 18 months old.
- (3) Six-cylinder two-seater cars, over one year and under 18 months old.
- (4) Four-cylinder touring cars, one year and under 18 months old.
- (5) Four-cylinder two-seater cars, over one year and under 18 months old.
- (6) Trade van or lorry.
- (7) The best conditioned car of any make or horse-power which has travelled the greatest distance to the Rally, within 24 hours of the official time for the commencement of the judging.
- (8) Motor-cycle of any make, between one year and 18 months old.

The prizes will be awarded to those competitors whose cars or motor-cycles are, in the opinion of the judges, in the best condition, mechanically, and from the point of view of appearance.

The judges will make their decision as to which car in a particular class is the best mechanically by hearing the engine run and by making such other examination as they desire.—Straits Times.

THE OTHER FELLOW.

Many motorists are forgetful of little things which would make motoring very much more pleasant for all of us, writes Jack Frost in the Daily Mail.

There is the fellow with the ancient car with rusty broken wings whose jagged edges jut out to the danger of one's clothes. There is the touring car with the hood so insecurely strapped down that parts are flying in the breeze, and giving a following driver the impression that the man in front is making some vague signal.

Other examples of thoughtless stopping come to my mind. There is the shopper—and I am afraid women are the worst offenders—who drives up to a shop, pulls up about a yard away from the kerb, sometimes leaves the engine running, and nearly always leaves the door open. In this category, too, are the motorists who pull up to admire a view, or to chat with friends on the corner of a road, so that following traffic can see nothing.

Lights That Fail.
It is the same thoughtless person who, seeing a friend passing in another car, or on foot, turns to wave, nearly crashes into a preceding vehicle, dodges it just in time, but thoroughly alarms the drivers behind.

How often do we follow behind cars at night that have their rear lights obscured by the dirt of eyes, lenses with tall lights hidden by the overhang of their load, and vehicles so badly lighted in front that they have to crawl and therefore hold up all following traffic. You may think these are isolated cases, but I assure you that they are not. The Highway Code has done a great deal to teach us motorists to be thoughtful, to think more about "the other fellow," but there is still a great deal of room for improvement.

BRITISH RALLY.

New Year Rival to Monte Carlo.

London, Nov. 24.
A great motor rally, with valuable trophies and cash prizes for the winners, is to be held in this country early in the New Year.

The conditions will follow closely those of the famous Monte Carlo rally, but the arena and finishing point, though not the entries, will be confined to the British Isles.

Following a discussion at the Scottish Motor Show, a rough scheme was planned out by The Automobile Club as the controlling body of motor sport. The scheme was warmly welcomed.

The first formal meeting to consider details was held on Nov. 23. Briefly, the present plans are for a thousand miles rally to be held in February. Torquay is proposed as the goal—its Mayor and Corporation have already promised hearty support—and a number of alternative starting points will be allowed, such as Harrogate, Buxton, Southport, Inverness, and Llandrindog Wells.

Wherever they start from, competitors will have to follow a specified route and cover approximately 1,000 miles in a given time. The rally will in no sense be a race; competitors will use as many marks for exceeding their scheduled speed as for being late. Points will be awarded for distance covered to schedule and the condition of the car on arrival. Hill-climbing on Dartmoor and other tests to determine the prize-winners are also probable.

The Monte Carlo Rally has attracted increasingly large numbers of British entrants in recent years. This year, in view of the call for economy, the lower value of the pound in France and the general desire not to spend money abroad, a well-organised competition on similar lines over our own hills and moors should be well supported.

PENNY "ROLLS-ROYCES."

London, Nov. 24.
London's omnibuses steadily acquire more and more of the comfort and luxury of the high-grade private motor-car. During the past twelve months six-cylinder engines, with four-speed gearboxes and "silent thirds," have been gradually ousting the old noisy four-cylinder engines.

Next year we shall be carried for our pennies in vehicles fitted with the most advanced devices of motor engineering—fluid flywheels and self-changing gear-boxes.

Three experimental buses were thus equipped in the early Spring, and since then 23 more have been introduced on routes 48 and 53. The 1932 programme of the L.G.O.C. includes 250 new vehicles, of which 50 will have the fluid flywheel and self-changing gear-box.

The passenger benefits from these devices by the elimination of noise and vibration; he scarcely hears or feels the engine at all. The driver gains by having his gear-changing done for him. It is in London traffic the most trying part of the job, and skilled though bus-drivers are, they do not always change gear without grinding and gnashing of teeth.

In one of these new vehicles it will be difficult to realise that less than 80 years ago Londoners travelled in "buses" with hard wooden seats, a candle at each end for illumination at night, and straw on the floor.

Take cutting-in. The majority of motorists who do this have confidence that they can execute this manoeuvre successfully, and get ahead in a queue of slow-moving vehicles. But do they ever stop to think of the driver in front of whom they pull in?

A STONE'S HAVOC.

Windscreen, Goggles, and Spectacles Smashed.

A stone which came up from the track during a high-speed reliability trial at Brooklands shattered the windscreen of the car driven by Mr. H. J. Aldington, the famous British racing driver, smashed his goggles, caused a piece of glass to break his spectacles, and another to enter the corner of his eye.

In spite of obvious pain, Mr. Aldington manoeuvred his car through other competitors, who were together near the edge of the track and pulled up, avoiding what might have been a serious crash.

BRITAIN'S CARS.

The latest return of the Ministry of Transport of the number of licences current on Aug. 31, 1931, the end of the period between Dec. 1 and the former date shows that there were 1,076,128 private cars, as against 1,042,258 for the corresponding period of 1930, an increase of 33,870.

The taxation yield from all classes of vehicles was £25,530,760, against £25,221,380, for the same period last year. Motor vehicles (excluding tramcars) show a decrease this year compared with 1930 of 59,432, the figures being: 1930, 2,217,609; 1931, 2,158,177. The 12,653.

MALAYAN RALLY.

Added Attraction to the Singapore Exhibition.

A meeting of the Singapore Automobile Club, held a few days ago under the chairmanship of Mr. F. J. L. Mayger, decided to adopt the proposal made by the Straits Times to hold a Malayan Motor Rally, on the same lines as the Monte Carlo Concours d'Elegance, on one of the days of the forthcoming Singapore Manufacturers' Exhibition.

In all probability the rally will be held on Sunday, January 3, in order to allow motorists in all parts of Malaya to compete.

The final details have been left to a sub-committee, on which the Straits Times Motoring Correspondent has been asked to serve, and the rules governing the rally, together with an entry form will appear in our motor feature page next Thursday.

The event will probably be open to all motorists irrespective of whether they are members of the Singapore Automobile Club or not and the entrance fee will be a nominal one. One or more classes will also be allotted for trade entries.

Cups and other trophies have already been offered by different local firms.

Categories showing decreases are 59,432, the figures being: 1930, 2,217,609; 1931, 2,158,177. The 12,653.

BUYERS' GUIDE

MOTOR CARS.

- ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
BUICK.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
FIAT MOTOR CAR.—A. Goek & Co., China Bldg., 7th floor. Tel. 22221.
MARQUETTE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLIS-KNIGHT & WHIPPEY MOTOR CARS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

OUTBOARD MOTORS.—Rudolf Wolff & Kew, 54 Queen's Road C. Tel. 22178.

MOTOR TRUCKS AND TRACTORS.

- CHEVROLET.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
G.M.C.—The Dragon Motor Car Co., Ltd., 33, Wong Nei Chung Road, Happy Valley. Tel. 30228.
DODGE.—South China Motor Car Co., 33, Des Voeux Road. C. Tel. 25644.
MORRIS.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLIS-KNIGHT & WHIPPEY TRUCKS.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

MOTOR CYCLES.

- B.S.A.—The Sincere Co., Ltd., Des Voeux Road. Tel. 27767.
NORTON.—The Sincere Co., Ltd., Des Voeux Road. C. Tel. 27767.

MOTOR OILS.

- GARGOYLE MOBILE OIL.—Vacuum Oil Company, King's Bldg.
SHELL.—Asiatic Petroleum Co., (S.C.), Ltd., Asiatic Bldg.

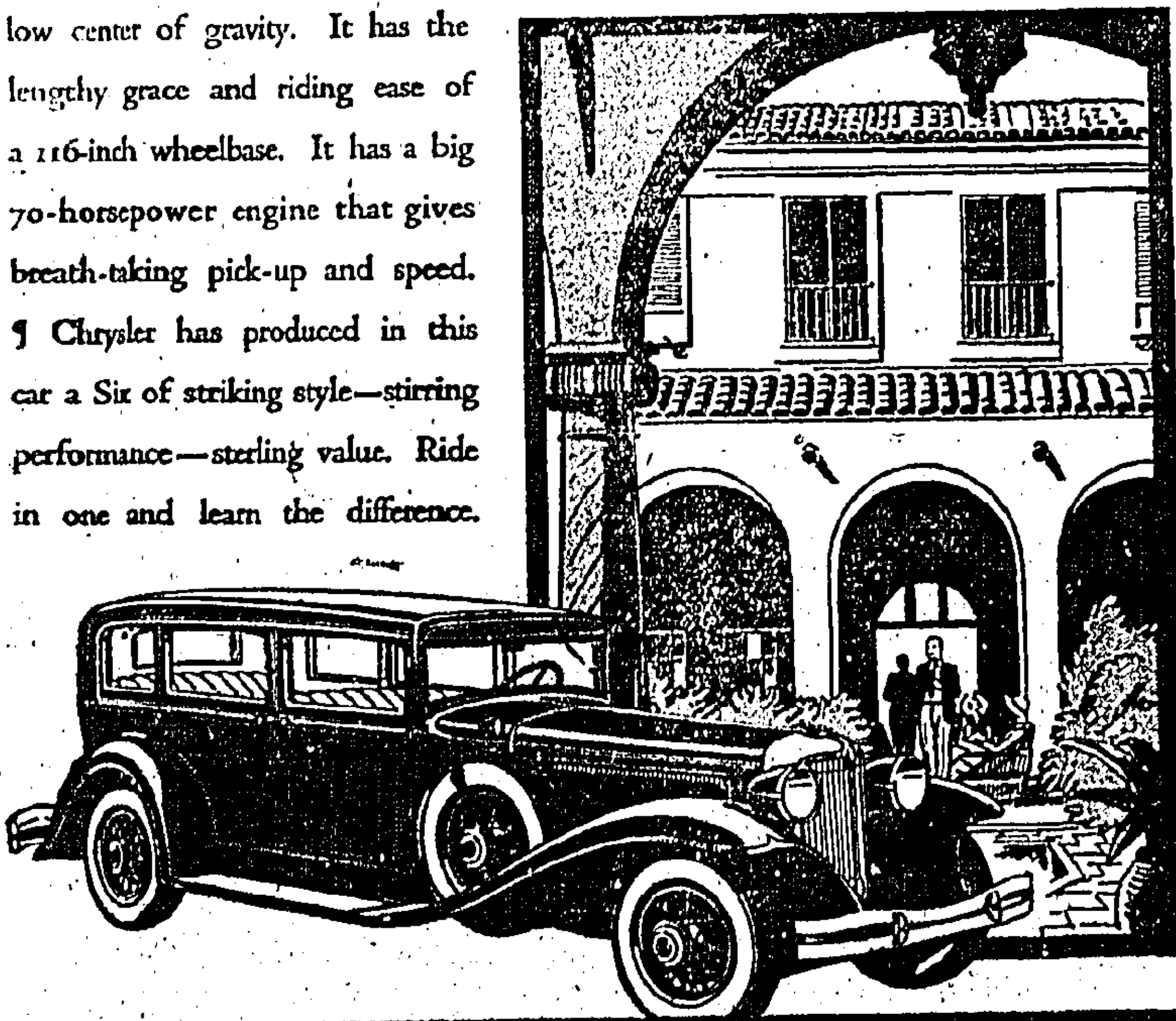
TYRES AND ACCESSORIES.

- ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. Tel. 66233.
FISK TYRES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.
INDIA TYRES.—W. R. Loxley Co., York Bldg. Tel. 22285.
MICHELIN TYRES.—A. Goek & Co., China Bldg., 7th floor. Tel. 22221.
PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. Tel. 24759.
WILLARD BATTERIES.—Gilman & Co., Ltd., 4a, Des Voeux Rd. C. Tel. 28011.

THE NEW CHRYSLER SIX

STRIKING STYLE . STIRRING PERFORMANCE . STERLING VALUE

A beautiful new Chrysler Six . . . An entirely new Chrysler Six styled like the smart Chrysler Eight and Chrysler Imperial Eight—distinctive; signifying in its very appearance its swift, smooth ability in performance. The new Chrysler Six, like the Eights, has a double-drop frame that gives it the unusual safety and smartness of low center of gravity. It has the lengthy grace and riding ease of a 116-inch wheelbase. It has a big 70-horsepower engine that gives breath-taking pick-up and speed. Chrysler has produced in this car a Six of striking style—stirring performance—sterling value. Ride in one and learn the difference.



CARS ARE NOW ON DISPLAY

THE NATIONAL MOTOR CAR CO.

71, 73 & 75, Hennessy Road, Wanchai. Telephone 27914.

VALUE OF RACING

WHAT IT HAS DONE TO CAR CONSTRUCTION.

Racing is much under the notice of the motorist at the present time. Many who would never dare take the wheel are keenly interested in the performances of the various cars. There is a still larger number, however, who are inquiring "What is the value of racing? See how high is the cost." At first sight there appears to be something in this question. Few people want to travel at 100 m.p.h. on a "baby" car, or to travel at over 70 m.p.h., but there is a definite value in racing, and the British motor trade would not enjoy its present prestige had certain enterprising firms not carried out a consistent programme of racing.

Quite apart from the fact that racing is a fascinating sport, it furnishes the most searching test of any improvement a maker may be considering adopting, says George C. Stend in a Home paper. The following are some of the features in construction which have been perfected as a result of car racing:

- * * *
- Power from engine.
- Reliability.
- Free running of transmissions.
- Improved gearboxes and clutches.
- Ignition.
- Lubrication.
- Brakes.
- Spring.
- Steering.
- Tyres.
- Modifications in fuel and lubricant.

Bench and road tests have certainly assisted in the improvements, but it is not until each feature has been tried to the uttermost in a hard run that the maker is convinced it will be efficient, in a modified form, on his standard productions.

For instance, an engine, constructed mainly from standard parts, which will stand up for considerable periods at 6,000 r.p.m. may be relied upon to give lengthy service when running at only two-thirds of that speed. The margin represents a most useful factor of safety. This argument also applies to the ignition and lubrication. In a serious race, the designer's ambition is to construct a car which will travel at its highest speed, preferably faster than its rivals, and which will just fail to disintegrate until the finishing line is reached. This ensures that every part shall be thoroughly tested. It is argued that a number of firms have reached high positions without the necessity of racing. Yet it would be foolish to say that such firms had

not availed themselves of the lessons learnt by those who did race. New materials, new principles of design and construction, new fuels and a host of other matters which have been developed by racing, all these are at the disposal of the non-racing constructor. Especially with the smaller types of car, racing has had an enormous effect on their development, and the purchaser would not find in his present model the great efficiency and reliability which he so much appreciates if the acid test of speed had not been applied.

It is only after several months of experiences which have not been altogether pleasant that motorists at home are beginning to realise the ramifications of the Road Traffic Act. Technical "traps" abound in its provisions for those who have not studied it carefully. There is the case, for instance, of the young Blackburn motorist who was fined for giving several pedestrians a "lift." He pleaded that his passengers were unemployed, and that once during the War days in France he was similarly helped. The magistrates, however, were adamant. They found that he was guilty of an offence for giving the men a lift, contrary to the terms of his insurance policy. Presumably his vehicle was a lorry, and his insurance covered only the goods he might be called upon to carry. It seems that magistrates are making a mistake in administering the Act without leniency. The motoring organisation have pointed out several times to their members that magistrates do not realise the latitude they possess. Consequently they are inclined to be unduly severe.

There are other anomalies which have come to light and account for the indignation which is growing among motorists. The writer in a Home paper discussed the question with a legal authority who has had considerable experience in the working of the Road Traffic Act. He took the view that the police are powerless. The law must be obeyed, and while it is unfortunate in many cases, it is the only way in which anomalies can be traced and improvements made. For undoubtedly, sooner or later, the Minister of Transport will have to review many of the traffic regulations. The object of the Minister of Transport is to have a workable Act, free from finicking restrictions, which will, at the same time, benefit motorists as well as the general public.

"STRIP CONTROL."

"First Come, First Served" Signals.

An electrical device similar in principle to that just introduced at Brooklands for timing motor records will shortly be used in the City of London for controlling traffic at cross-roads and economising police.

Known as "strip control," it enables the vehicular traffic to operate light signals for itself. Traffic reaching a control point from one direction holds the crossing against traffic arriving from another till it is clear.

Across each roadway about fifty yards short of the crossing, electric cables will be laid just below the

"DON'TS" FOR DRIVERS.

To the inexperienced motorist practically the whole dictionary seems to be full of "don'ts," but there is little doubt that the longer one motors the more one realises the importance of this little word. The following collection of "don'ts," varying from the safety first aspect to the welfare of the car and better driving methods, are worthy of the attention of all motorists.

Don't try to get too great a mileage out of a gallon of oil. It won't pay you. One often hears and reads of drivers who get anything up to 5,000 miles out of a gallon of oil, and this without changing the lubricant in the sump. Nothing is said, however, about the wear which takes place in the engine under these conditions. If the motor is to have a reasonable chance of trouble-free life the oil should be changed every 1,000 miles, and, for city driving, every 500.

Don't be tempted to buy cheap, unbranded oil: it will probably turn out rather expensive in the end.

Don't neglect points that need lubrication merely because they are almost inaccessible.

Don't be afraid of gear changing. If you have not the knack of getting the lever across silently take a couple of lessons and get it. It will save you money, and will add materially to your driving pleasure.

Don't forget that you owe a measure of consideration and all reasonable courtesy to all other road users. Don't drive in such a way as to splash pedestrians or other road users with mud if it is at all practicable to avoid doing so. By keeping your wheels out of the worst pot holes and going slowly in muddy places you can avoid a lot of inconvenience to other people.

Don't reverse without previously giving yourself the "all clear."

Don't forget that your personal comfort is an important factor to your safety as road-using unit.

Don't drive on one brake only. Use each alternately and gently.

Don't abuse the use of the horn, or imagine that its warning gives any automatic right of way at cross roads. All the best drivers use a minimum of such sounds, emergencies excepted, of course.

Don't overtake on corners, even if some one waves you on, or until you know from your own observation that the road is clear.

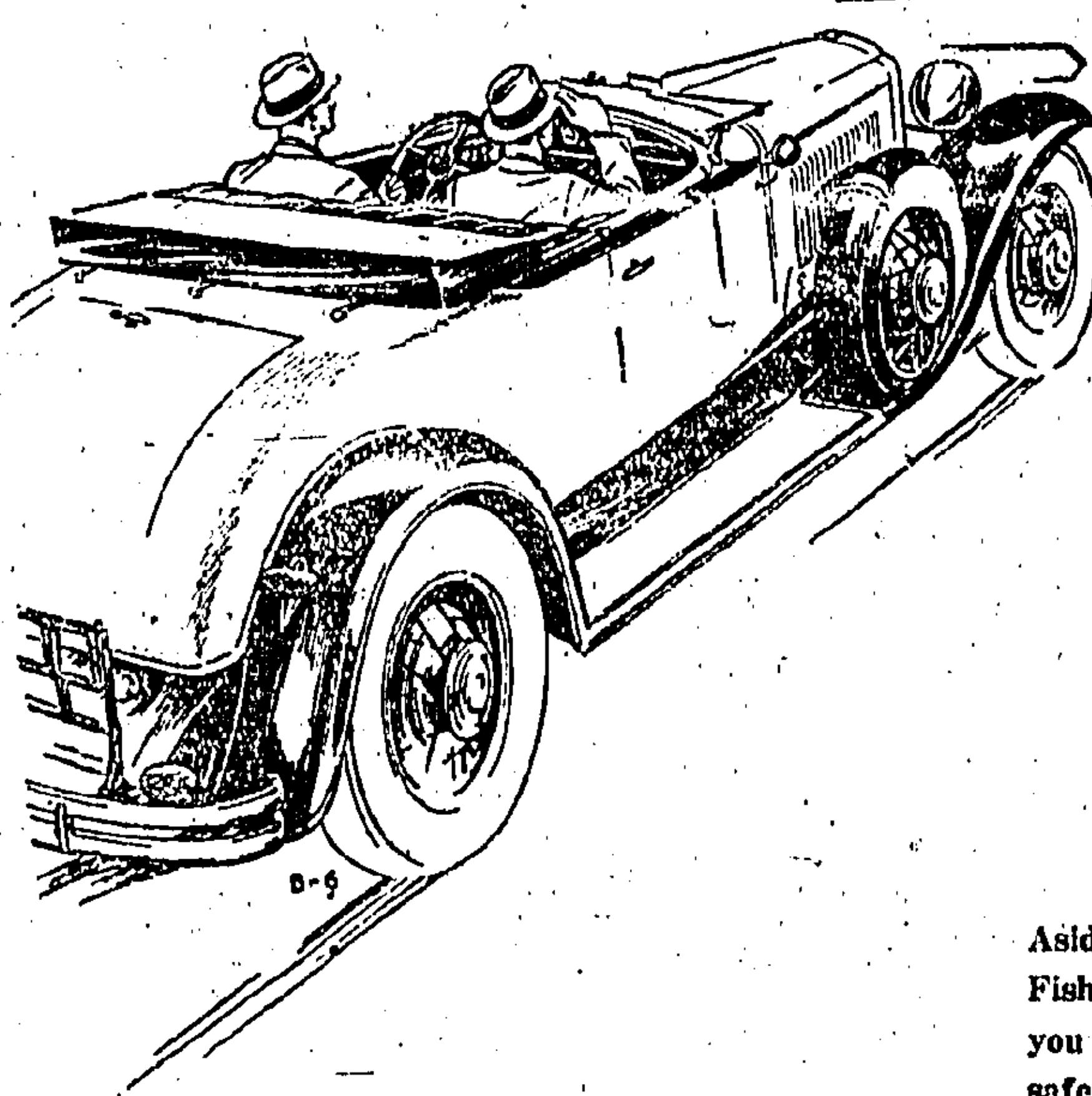
Don't play with the adjustments on your car unless you know how to do it.

surface, so that the weight of a vehicle passing over it will close an electrical circuit and signal the vehicle's approach to the master apparatus at the junction, where the appropriate light signal will appear in response.

Suppose traffic were approaching the junction from north and east. If that from the north reached its strip first, the north-south traffic would get the green "go" light, and simultaneously the east-west traffic would be stopped by the red light. Then, after an interval sufficient for the safe passage of the north-south traffic, the lights would automatically change and give the east-west traffic the right of way.

First in Europe. The site selected for the first ex-

ALWAYS AT YOUR COMMAND



The
BUICK 8
The Eight with
Buick's Prestige

The 8 as Buick Builds It

Aside from Buick's amazing speed, smart luxurious Fisher Bodies and thrilling all-round performance — you will be just as favourably impressed with Buick's safety features.

Chief among these are Buick's big, dependable, easy operating brakes. It is a mighty comforting feeling to the driver—as well as passengers — to know that the eager power and flashing speed of the Buick Eight are always under safe, perfect control.

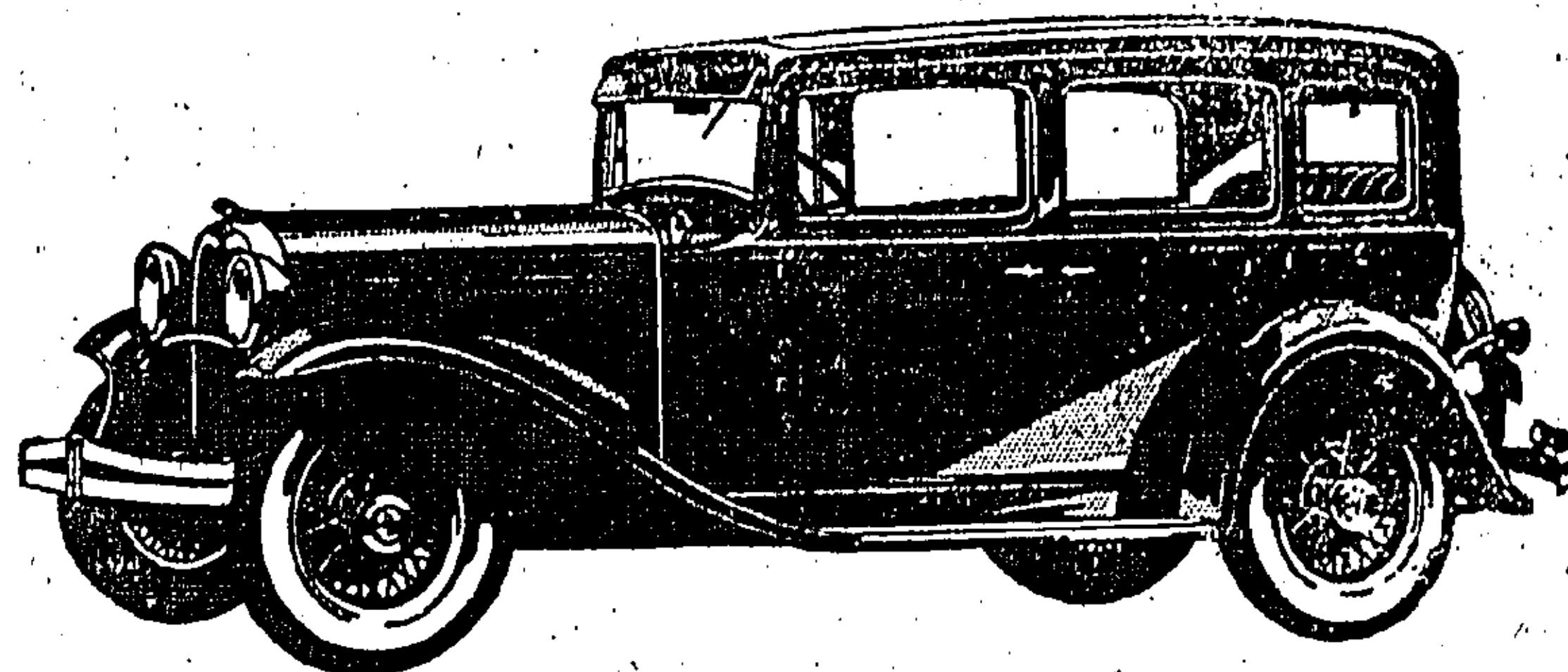
Play safe in selecting your car. From any and all angles, you'll like The Eight as BUICK Builds It. They are real motor cars . . . the kind you have always wanted to own.

THE DRAGON MOTOR CAR CO., LTD.

Telephone 30228.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

PRODUCT OF GENERAL MOTORS

A NEW PACE—
A NEW SPIRIT

There's an entirely new sensation in store for you when you take the wheel of a Dodge Six or Eight with positive Easy Gear Shift and silent second, dependable Free Wheeling and Hydraulic Brakes. These factors unite with the flashing alertness of Dodge acceleration to give you amazing responsiveness, delightful handling ease and matchless safety . . . a sense of effortless, gliding motion under instant, easy control. You can "Free-Wheel" in all forward speeds. You can shift at any speed without declutching. The lightest touch brings quick, sure results in shifting gears, and you can drive with or without Free Wheeling at will by the use of the dash control. Double-Drop Box-Center Frames, Mono-Piece Steel Bodies and Low Center of Gravity are further modern features. And dependability in the finest Dodge tradition assures you of lasting satisfaction and economy.



DODGE BROTHERS
SIX AND EIGHT

SOUTH CHINA MOTOR CAR CO.

33, Des Voeux Road Central.

Tel. 25644.

Tel. 25644.

BABY CAR MARKET.

The United States is about to enter the "baby" car market. One of the biggest motor manufacturing concerns in America will shortly produce for the British and European markets a little motor-car that will be competitive in price with the world-famous British "babies." As a result of this move a new price war in this class of vehicle may develop. But British manufacturers have a long lead over their rivals. The United States has not so far produced a competitive car of the "baby" type. It has taken many years to perfect the small British high-speed engine, which is now recognised throughout the world as a masterpiece of potent power.

American manufacturers have no doubt been influenced to come into this particular market owing to the world-wide demand for economic motoring. The "baby" car has opened up an entirely new field, and its popularity has not affected the sales of larger vehicles. British "baby" cars, manufactured under licence, are selling like hot cakes in France, Germany and other European countries. There is also a steady demand from the Dominions, and many new and improved British "baby" cars will make their debut at the motor show.

1932 MODELS.

At least two interesting announcements of 1932 models—the Triumph and the Hillman—were made the other day. One outstanding feature of the Triumph programme for next season is a pillar-less saloon body, in which the rear doors cannot be unfastened until those in front have been released. The advantages of this system when carrying children are obvious. This body is offered on the super seven chassis. Prices are substantially reduced, the two-four seater and the tourer costing £140. A new model has been introduced by the Triumph Motor Co., Ltd., to be known as the super nine. This has a four-cylinder engine of just over 1,000 c.c., overhead inlet valves, a four-speed gearbox, and hydraulic brakes. The nine, with a six-light saloon, costs £175. The larger six-cylinder Scorpion model with numerous improvements sells at correspondingly low prices. As regards the Hillman, one of the features of their programme is the announcement of a new model: a small car of equal attractiveness to the Vortice and the Wizard. No details of this car are yet available. The Vortice, an eight-cylinder car, can now be obtained at home for £375, a remarkably low figure when the size and performance of this closed car are considered. A new sports saloon has been introduced. No alterations are to be made in the Wizard, as the makers have found that none has been called for. This is the British-built car designed specially for all world markets.

Wishes Its Friends & Patrons A Happy Xmas & Prosperous New Year.

1931 1932

THE KING'S THEATRE

SHOWING TO-DAY AT 2.30, 5.10, 7.15, & 9.30 p.m.



Can YOU Believe It?

He wants to be Good!

Charlie Ruggles IN "THE GIRL HABIT"

A Paramount Picture

NEXT ATTRACTION



With Phillips Holmes, Frances Dade, Paul Lukas. Directed by George Cukor and Cyril Gardner.

GRUMPY

Cyril Maudie

BOOKING AT THE THEATRE. TEL. 25313.

K. M. A. CERAMIC & REFRACTORY PRODUCTS

CLINKER, PAVING, BUILDING & FIRE BRICKS. STONEWARE, PIPES & GLAZED TILES.



Ask for our Illustrated Catalogue—Compare our Prices and inspect our wide Range of Samples

THE KAILAN MINING ADMINISTRATION. DODWELL & CO., LTD., Agents, Hong Kong.

HURRICANE BOXING AT CITY HALL

STINNIE MORRIS WINS.

Title Defended Against A.B. Warnes.

PLUCKY LOSER BATTENED.

Considering that there was a championship at stake last night the City Hall was poorly patronised for the second boxing tournament staged by the H.K.B.A. this season.

Those, however, who did put in an appearance were treated to one of the most thrilling encounters the ring could offer. The return fight between "Stinnie" Morris and A.B. Warnes was a hurricane affair with both boxers attempting a knock out in preference to what might be taken as a doubtful points decision.

So keyed up were the two men that they forgot to shake hands at the commencement and had to be pulled up. The pace at which the first five rounds were fought was terrific; Warnes showing only too plainly that the knock out was his only chance to become champion. Morris was right on top of his mettle and seemed to have speeded up his every movement by careful and methodical training. Warnes was misjudging his leads time and again on account of his rival's speed and was consequently forced to do more in-fighting than was good for him. Morris is an artist in in-fighting and he left his marks after every skirmish. Warnes was inclined to be wild in his rushes and his blows rarely found their billet whilst Morris awaited these onslaughts with his trusty left and warded off all danger with stinging body blows.

In the eighth round Morris looked as if he could have put Warnes out for the count but Warnes was too smart for him and fought back pluckily until the bell. The ninth saw him still a little groggy but recovering rapidly. He was breathing heavily in the tenth but staved off further punishment in time to get his second wind for a final outburst of energy.

Warnes was decidedly plucky in the face of devastating body blows and thoroughly deserved the praise of Capt. Burnett at the conclusion of the fight. There was little doubt as to who the winner would be, Morris claiming every round except the fifth and the eleventh which were even and the seventh which Warnes won.

RESULTS.

Six Round Welterweight Contest. L. S. Davies (H.M.S. Hermes) (144 lb.), won by a technical K.O. over L. S. Hall (H.M.S. Cumberland) (138 lb.) in the second round.

Stoker Harry (H.M.S.) (140 lb.) gained a points decision over A. B. Waterhouse (H.M.S. Cumberland) (135 lb.).

Six Round Featherweight Contest. A. B. Thomas (H.M.S. Suffolk) (130 lb.) gained a points decision over Pte Roberts (S.W.B.) (135 lb.).

Six Round Lightweight Contest. A. B. Baldwin (H.M.S. Hermes) (135 lb.) beat Stoker Jobbins (H.M.S. Medway) (135 lb.) the fight being stopped in the fifth round.

Ten Round Heavyweight Contest. A. B. Judge (H.M.S. Cornwall) (175 lb.) won on a foul in the eighth round over A.B. Long (H.M.S. Kent) (165 lb.).

Fifteen Round Welterweight Championship of the Colony and H. E. the Governor's Belt. "Stinnie" Morris (147 lb.) gained a points decision over A.B. Warnes (145 lb.).

SCHOOLS' BASKET BALL FINAL.

Win for the Wah Nam College.

The final of the school basket ball competition (senior division) was contested yesterday between the Wah Nam College and the Man Sam College at Blake Gardens, and ended in a win for the former College by 35 points to 25.

At the conclusion of the game, the Hon. Dr. S. W. Tso presented the shield to the captain of the winning team, and also another shield to the captain of the Ying Wah College, winners of the junior competition.

A. B. SHEPHERD'S CHALLENGE.

Taken Up by Morris and Long.

MIDDLEWEIGHT CHAMPIONSHIP.

(By "Ringsider.")

The present boxing season has started off unusually well and the first two tournaments of the Hong Kong Boxing Association have been rattling good shows; and prospects for the immediate future are distinctly promising.

As forecast in the China Mail of December 16, "Jackie" Shepherd, of H.M.S. Cumberland, has come to the fore with a challenge to fight any man for the title of Middleweight Champion of the Colony.

The challenge was made from the ring last night at the end of the return bout between "Stinnie" Morris and A.B. Warnes for the Welterweight Championship, and Shepherd's challenge was immediately accepted by Morris and A.B. Long, of H.M.S. Kent.

Morris is, of course, the logical defender of the middleweight title which he held in 1929, when he was undefeated and was forced to relinquish it on returning home with his ship. Since that time the title has been in abeyance.

There is, therefore, the prospect of two bouts for the H.K.B.A. to handle in connection with the Middleweight Championship, and it would only be fair to match Shepherd and Long first and the winner to meet the ex-Champion for the title.

Last night "Stinnie" Morris established his claim to the Welterweight title by winning outright the brand new Championship Belt presented by H. E. the Governor at the opening of the current season, defeating Warnes twice, and last night in no uncertain manner, "Stinnie" is considered unlucky in not having two Welterweight Belts to call his own by now.

His prospects when he won the Championship in 1929 were good, but unfortunately for him, no sooner had he won the R. M. Dyer Belt than his ship was ordered home and he had to hand it back to the Association. During his absence, the Welterweight Championship was fought for twice between Harry Ewin and Jock Creighton and Ewin walked away with the R. M. Dyer Belt by winning both bouts.

That Long is a man to be reckoned with in the forthcoming elimination contest to decide the Middleweight Championship was demonstrated last night when, giving away weight, he put up a thrilling scrap with A. B. Judge (H.M.S. Cornwall) who was Heavyweight Champion of the Atlantic Fleet in 1929, and Heavyweight Champion of the Royal Navy in 1930. He had hard luck to lose on a foul after making most of the fight.

The Shepherd camp is very silent as to their battler's capabilities, preferring to keep him as a dark horse for the Middleweight Championship, but it is whispered that he is a clever ringman and packs a devastating punch. Proof of this will be keenly looked forward to.

WEAK ST. ANDREW'S SIDE DRAW.

University Equalise Late in Game.

Playing away in a friendly hockey encounter with the University, St. Andrew's Club played a drawn game, both sides scoring one goal each. St. Andrew's led at half time, the goal being scored by Carroll. Toward the end of the second half, the Varsity equalised through Reed from a scrimmage in front of the Saints' goal. St. Andrew's fielded three reserves.

Result:—
St. Andrew's Club ... 1
University ... 1

CUMBERLAND BEAT THE CLUB "A."

H.M.S. Cumberland Rugby Football made their presence known in the Colony yesterday at Happy Valley when they defeated the Club "A" fifteen by a try (5 points) to nil in a game which was spoiled by too many petty infringements.

R.E. & R.C.S. DEFEAT THE R.A.S.C.

Sig. William Again Shines with the Ball.

LEAGUE CRICKET.

At Sookunpoo yesterday the R.E. & R.C.S. eleven defeated the R.A.S.C. by 49 runs in a second division League match.

Sig. Williams, who scored 115 and took 7 wickets for 28 runs on the previous day, was again in great form with the ball, capturing 7 wickets for 27 runs.

Scores:—

R.E. & R.C.S.			
Cpl. Meehan, l.b.w.	b Gray	2	
Sig. Williams, c and b Gray		19	
Lt. Ewbank, run out		2	
Lt. Anstruther, b Gray		0	
Col. Skinner, c Gray, b Reynolds		25	
Lt. Col. Maraden, b Whitley		19	
Cpl. Saunders, b Whitley		0	
Spr. Holmes, c Reynolds, b Whitley		5	
Sig. Chaffey, not out		6	
S.C. Jordan, b Whitley		4	
L/Cpl. Higgins, c Funnell, b Gray		11	
Extras		4	
Total		97	

BOWLING ANALYSIS.			
	O.	M.	R.
Whitley	15	7	43
Gray	10	4	39
Reynolds	5	1	11

R.A.S.C.			
Pamplin, b Williams		1	
Cadman, b Williams		1	
Gray, b Williams		7	
Whitley, b Williams		4	
Skip, b Williams		0	
Reynolds, not out		10	
Funnell, b Meehan		17	
Buckland, b Meehan		0	
Spain, b Williams		0	
Wedge, b Williams		0	
Beresford, absent		0	
Extras		8	
Total		48	

BOWLING ANALYSIS.			
	O.	M.	R.
Williams	7	1	27
Anstruther	3	0	7
Meehan	4	1	6

SUFFOLK BEAT THE ARGYLLS.

Ng Sze-kwong Billiards Tournament.

The seventh match in the first round of the Services billiards tournament for the Ng Sze-kwong Challenge Cups was played at the Sailors' and Soldiers' Home last evening, when H.M.S. Suffolk defeated the Argyll & Sutherland Highlanders by three games to two.

Scores:—	
H.M.S. Suffolk.	
O.A. Underwood	150
Marino Spencer	150
C.O.A. Proctor	150
Cook Ellerton	80
Cook Gough	89

A. & S. Highlanders.	
Private Kerr	123
Corporal Grant	123
Private McLaughlan	112
Corporal Stewart	150
Private Robson	150

The next match is between H.M.S. Cornwall and the 1st Battalion of the South Wales Borderers, and will be played on Monday, commencing at 7 p.m. Spectators are welcome.

DR. J. B. MACKIE WINS BOGEY POOL.

Week-End Golf at Fanling.

Dr. J. B. Mackie won the Bogey Pool at Fanling on Saturday and Sunday last finishing all square. His handicap was twelve. Other scores were D. Forbes (8) and W. D. Hughes (10) two down. There were 31 entries.

BORDERERS BEAT THE RADIO S.C.

After leading by four goals to one in the first half of their hockey match with the Radio Sports Club, the South Wales Borderers' eleven slackened considerably in the second half to win comfortably by five goals to one. They were undoubtedly the better side and had the Radio defence on the move throughout.

MAJESTIC

TO-DAY to SATURDAY.

AT 2.30, 5.20, 7.20 & 9.20 P.M.



The Inimitable Comedy Team Back Again —

GEORGE SIDNEY, CHARLIE MURRAY, VERA GORDON, KATE PRICE

IN

COHENS AND KELLYS IN AFRICA

G. FALCONER & CO., (HONG KONG) LTD. WATCHMAKERS & JEWELLERS

DIAMOND MERCHANTS.

Union Building (opposite G.P.O.)

Agents for:—ADMIRALTY CHARTS,

ROSS'S BINOCULARS and TELESCOPES,

KELVIN'S NAUTICAL INSTRUMENTS,

ENGLISH SILVERWARE, direct from Manufacturers,

High Class English Jewellery.

Overland China Mail.

A WHOLE WEEK'S NEWSPAPERS IN ONE.

The OVERLAND CHINA MAIL this week gives in detail the Commissioner's annual report of the Boy Scouts' Association in Hong Kong, in which he makes an appeal for more workers. At the annual meeting held on December 22, over which H.E. the Governor (Sir William Peel) presided, supported by the President of the Association (The Hon. Dr. R. H. Kofswall) the appeal was further enhanced by the speakers. His Excellency stressed the importance of training youth for good citizenship, and renewed his appeal of last year for more scouts. A full report of the meeting is contained in the OVERLAND CHINA MAIL.

The folly of a Chinese shroff employed at the Harbour Office, through embezzling over \$150, the property of the Government, led to his appearance before the Second Magistrate on December 18, when, it was stated by the prosecuting Police officer, that the Crown would be satisfied with a caution. It was defendant's folly and he had been given a lesson. The OVERLAND CHINA MAIL furnishes the case in full.

A representative of the China Mail learned on December 19, that the Acting Japanese Consul-General in Hong Kong had written to certain persons served on the jury in the Tsang Foo Villas murder trial (heard in the Supreme Court on November 19-23 last) requesting that they supply particulars as to their respective ages, "for the purpose of completing our record." A detailed account of the sensational development is chronicled in the OVERLAND CHINA MAIL.

The December Assizes opened on December 21, with five cases on the calendar, four of which were instances of robbery, the other being one of indecent assault by a Chinese man on a girl, two years old. The latter case was heard by the Chief Justice, and occupied two days, during which a Chinese Sergeant Interpreter of the Police Force was subjected to a searching cross-examination by defending counsel in regard to certain statements that prisoner had made. The cases are all reported in the OVERLAND CHINA MAIL.

There is no phase of the life of the Colony or of China that does not receive attention in the OVERLAND CHINA MAIL — the weekly paper that YOU MUST ORDER NOW.

READY NOW.

Mail via Suez closes at noon, Dec. 25.

Mail via Siberia closes at noon, Dec. 26.

SINGLE COPY 25 Cents.

[Sold on the streets and at the bookstalls or you can send your subscription to the office.—H.K. \$12 per annum, or \$10 including postage abroad. Half-yearly or quarterly periods are also available.]

No. 3A, WYNDHAM STREET—PHONE 3022.

"THE OVERLAND CHINA MAIL."



SOFT FELT
HATS



LANE, CRAWFORD, LTD.

Men's Wear Stylists.

Our store will remain open to-day till 6 p.m.

Guarding homes
throughout the World!



THROUGHOUT the world today there are thousands of families who live happily in the protection of Manufacturers Life policies. With Head Office in Canada, this great service is extended to the people of thirty-two countries through Manufacturers Life representatives—a service available to you at any time and in any one of these countries in which you or your beneficiaries may live.

THE
MANUFACTURERS LIFE
INSURANCE COMPANY

HEAD OFFICE TORONTO, CANADA
E. J. R. MITCHELL, Branch Manager,
1B, Chater Road, Tel. 2080.
Canadian Representative—Mr. V. E. Ferrier,
27, B. C. Shambien.

Correct styles FELT HATS:—



Andrews,
Battersby,
Cambaghi,
Hardeman,
Ward's,
etc., etc.

THE BAKILLY CO., LTD.

153-155, Des Voeux Road, Central.

MAN LOONG.

PRESERVED GINGER MANUFACTURERS

NEW SEASON PRESERVED GINGER

Best quality—Prompt attention to Exporters.
Office:—2, Dundas Street, Kowloon. Tel. 57088.
Factory:—2, Godwin, Fraya, Dundas Street, Mong Kok.

HOME FOOTBALL FIXTURES

ARSENAL AND EVERTON XMAS AWAY

BIRMINGHAM "DERBIES"

FULL PROGRAMMES FOR WEEK-END
HOLIDAY FOOTBALL.

THE STRAIN MAY TELL

CHRISTMAS DAY FIXTURES:

ENGLISH LEAGUE.

First Division.

Aston Villa	v.	Middlesbro'
Blackburn	v.	Everton
Blackpool	v.	Chelsea
Bolton W.	v.	Leicester City
Grimsby T.	v.	West Ham
Liverpool	v.	Wednesday
Newcastle U.	v.	Huddersfield
Sheffield U.	v.	Arsenal
West Brom.	v.	Birmingham

Second Division.

Bradford	v.	Leeds Un.
Burnley	v.	Preston N.E.
Chesterfield	v.	Southampton
Sheff. U.	v.	Wolves
Millwall	v.	Barnsley
Notts County	v.	Port Vale
Stoke City	v.	Notts Forest
Swansea	v.	Bradford City
Tottenham	v.	Charlton

Third Division (South).

Brentford	v.	Fulham
Clapton O.	v.	Bournemouth
Coventry C.	v.	Reading
Crystal Pal.	v.	Swindon Town
Gillingham	v.	Northampton
Luton Town	v.	Cardiff City
Manfield T.	v.	Brighton
Southend U.	v.	Exeter City
Thames	v.	Bristol Rovers
Torquay U.	v.	Queen's P.R.
Watford	v.	Norwich City

Third Division (North).

Accrington	v.	Wrexham
Barrow	v.	Wigan Boro'
Chester	v.	Lincoln C.
Crewe A.	v.	Rotherham
Doncaster R.	v.	York City
Hull C.	v.	Hartlepool Un.
Southport	v.	Walsall
Stockport	v.	Carlisle
Tranmere	v.	Rochdale

BOXING DAY FIXTURES:

ENGLISH LEAGUE.

First Division.

Arsenal	v.	Sheffield Un.
Birmingham	v.	West Brom.
Blackburn	v.	Blackpool
Chelsea	v.	Sunderland
Darby C.	v.	Sunderland
Everton	v.	Blackburn R.
Huddersfield	v.	Newcastle U.
Leicester C.	v.	Bolton W.
Middlesbro'	v.	Aston Villa
Portsmouth	v.	M'chester C.
Wednesday	v.	Liverpool
West Ham	v.	Grimsby T.

Second Division.

Barnsley	v.	Millwall
Bradford C.	v.	Swansea Town
Charlton A.	v.	Tottenham
Leeds Un.	v.	Bradford
Notts Forest	v.	Stoke City
Oldham A.	v.	Bristol City
Plymouth A.	v.	Bury
Port Vale	v.	Notts County
Preston N.E.	v.	Burnley
Southampton	v.	Chesterfield
Wolves	v.	Manchester U.

Third Division (South).

Bournemouth	v.	Clapton C.
Brighton	v.	Manfield T.
Bristol R.	v.	Thames
Cardiff C.	v.	Luton T.
Exeter C.	v.	Southend U.
Fulham	v.	Brentford
Northampton	v.	Gillingham
Norwich C.	v.	Watford
Queen's P.R.	v.	Torquay U.
Reading	v.	Coventry C.
Swindon T.	v.	Crystal Pal.

Third Division (North).

Carlisle U.	v.	Stockport C.
Hull City	v.	Gateshead
Hartlepool	v.	Hull City
Lincoln City	v.	Chester
N. Brighton	v.	Darlington
Rochdale	v.	Tranmere R.
Rotherham	v.	Crewe A.
Walsall	v.	Southport
Wigan Boro'	v.	Barrow
Wrexham	v.	Accrington S.
York City	v.	Doncaster R.

SCOTTISH LEAGUE.

First Division.

Aberdeen	v.	Aldershot
Clyde	v.	Cowdenbeath
Dundee Un.	v.	Celtic
Falkirk	v.	Partick T.
Hamilton	v.	Ayr United
Kilmarnock	v.	Hearts
Leith Ath.	v.	Thrd Lanark
Morton	v.	Dundee
Queen's Park	v.	St. Mirren
Rangers	v.	Motherwell

ENGLISH LEAGUE.

First Division.

	P.	W.	L.	D.	F.	A.	Pts.		P.	W.	L.	D.	F.	A.	Pts.	
Everton	9	8	1	0	46	15	16	11	6	4	1	24	19	13	29	
West Bromwich	10	6	1	3	24	6	15	11	5	4	2	17	16	12	27	
Arsenal	9	4	1	4	21	9	12	11	6	3	2	28	17	14	26	
Huddersfield	11	6	3	2	27	8	17	9	3	5	1	11	19	7	24	
Wednesday	10	7	1	2	30	11	16	10	3	6	1	19	30	7	23	
Liverpool	11	7	1	3	34	20	17	9	3	6	0	8	21	6	23	
Sheffield U.	10	6	3	1	26	16	13	10	4	5	1	21	21	9	22	
Newcastle U.	9	7	1	1	26	11	15	9	3	5	1	15	22	7	22	
Aston Villa	9	7	2	0	30	16	14	9	2	4	3	18	18	7	21	
Middlesborough	10	6	3	1	25	17	13	10	2	5	3	15	27	7	20	
Birmingham	10	6	3	1	24	11	15	10	2	7	1	16	25	5	20	
Holton W.	10	6	2	0	25	12	16	10	0	7	3	9	17	6	19	
Leicester City	10	6	3	1	26	17	13	9	2	6	1	13	29	5	19	
Manchester C.	10	4	3	3	20	16	11	11	1	5	5	17	24	7	18	
Blackburn R.	11	5	4	2	28	25	12	9	2	5	2	15	20	6	18	
Portsmouth	10	5	4	1	10	12	11	9	2	5	2	10	17	6	17	
West Ham U.	10	4	4	2	17	19	10	10	3	6	1	14	31	7	17	
Sunderland	10	4	4	2	19	18	10	11	1	5	5	9	20	7	17	
Blackpool	11	5	4	2	21	21	12	9	1	7	1	9	31	3	15	
Derby C.	10	6	2	2	24	13	14	11	0	10	1	9	33	1	15	
Chelsea	9	5	4	0	17	17	10	11	2	8	1	13	29	5	15	
Grimsby T.	10	4	5	1	15	13	9	10	1	8	1	15	36	3	12	

Second Division.

	P.	W.	L.	D.	F.	A.	Pts.		P.	W.	L.	D.	F.	A.	Pts.	
Leeds U.	9	5	2	2	17	7	12	11	8	1	2	29	12	13	30	
Wolverhampton	10	8	1	1	33	6	17	9	4	2	3	23	14	11	28	
Hury	10	7	2	3	29	12	15	10	5	2	3	17	17	12	27	
Plymouth A.	10	5	2	3	27	20	13	10	5	2	3	15	17	12	26	
Bradford	12	10	1	1	27	8	21	9	1	5	3	11	17	5	26	
Stoke City	10	7	0	3	26	8	17	10	3	5	2	9	13	4	25	
Notts County	9	5	2	2	21	9	12	11	3	4	4	21	24	10	22	
Southampton	10	6	3	1	17	16	13	10	4	5	1	17	26	9	22	
Millwall	10	5	3	2	25	12	12	10	3	5	2	11	18	8	20	
Notts Forest	11	5	3	3	21	15	13	9	2	5	2	19	24	6	19	
Burnley	9	3	2	4	17	17	10	10	4	5	1	11	22	9	19	
Swansea T.	9	6	3	0	24	12	12	11	3	7	1	15	22	7	19	
Tottenham H.	11	6	3	2	37	24	14	9	1	5	3	9	17	6	19	
Barnsley	10	4	3	3	16	12	11	9	3	5	0	12	26	6	17	
Port Vale	10	3	5	2	15	11	8	10	3	5	2	18	39	8	16	
Manchester U.	11	4	4	3	20	20	11	9	2	6	1	13	19	5	16	
Bradford C.	8	3	2	3	19	15	9	11	2	6	3	18	23	7	16	
Oldham A.	10	4	4	2	20	20	10	10	1	6	3	9	22	5	15	
Preston N.E.	9	5	1	3	15	11	13	11	0	9	2	15	36	2	15	
Chesterfield	9	4	4	1	10	18	9	10	1	6	3	10	29	5	14	
Charlton A.	9	3	4	2	14	14	8	9	1	6	2	9	25	4	12	
Bristol C.	11	2	6	3	12	18	7	8	1	6	2	9	11	4	11	

Third Division (South).

HOME.								AWAY.									
	P.	W.	L.	D.	F.	A.	Pts.		P.	W.	L.	D.	F.	A.	Pts.	Total	
Brentford	8	7	1	0	18	5	14	10	5	2	2	21	14	11	23	28	
Fulham	8	7	1	0	31	13	13	10	5	2	3	12	16	8	25	28	
Crystal Palace	10	7	0	3	27	8	17	8	3	3	2	12	16	8	25	28	
Southend U.	7	4	0	3	13	3	11	11	5	3	3	24	18	13	24	28	
Exeter C.	10	7	1	2	25	10	16	10	3	6	1	15	27	7	23	28	
Watford	10	8	1	0	29	18	18	9	2	6	1	15	22	5	23	28	
Brighton	10	8	1	1	21	14	13	9	3	3	3	9	12	9	22	28	
Coventry C.	9	7	1	1	27	10	15	10	1	5	4	18	30	6	21	28	
Norwich C.	11	5	2	4	21	9	14	7	3	3	1	7	9	7	21	28	
Reading	8	6	1	1	22	10	13	11	1	5	5	11	21	7	20	28	
Luton T.	8	6	2	0	16	7	12	11	3	7	1	13	22	7	18	28	
Bournemouth	10	5	3	2	21	17	12	9	2	5	2	13	22	6	18	28	
Queen's Park R.	9	4	2	3	21	15	11	9	2	4	3	13	15	7	18	28	
Manfield T.	10	6	1	3	27	17	15	9	0	7	2	8	26	2	17	28	
Torquay U.	10	8	3	4	20	20	10	9	2	5	2	13	31	5	16	28	
Cardiff C.	8	4	3	1	18	15	9	10	1	6	3	8	19	5	14	28	
Bristol R.	10	4	4	2	23	16	12	8	0	6	2	8	20	2	14	28	
Swindon Town	11	4	5	2	21	20	10	7	1	4	2	9	15	4	14	28	
Clapton O.	11	3	4	4	19	20	10	7	1	5	1	9	19	3	13	28	
Thames'	10	2	4	4	13	13	8	9	1	6	2	7	35	4	12	28	
Northampton T.	8	2	4	2	7	12	6	11	1	8	2	8	23	4	10	28	
Gillingham	8	2	3	3	7	11	7	10	1	8	1	7	25	3	10	28	

SEASONABLE REMEDIES

WATSON'S

GLYCERIN OF THYMOL

FOR THE THROAT, MOUTH AND NOSE, RELIEVES
IRRITATION OF THE MUCOUS MEMBRANE.

WATSON'S

COLD CREAM OF ROSES

FOR CHAPPED HANDS, PRESERVES THE
VELVETY TEXTURE OF THE COMPLEXION

A. S. WATSON & CO., LTD.
THE HONG KONG DISPENSARY.

ZEISS
FOLDING & MOVIE CAMERAS.ZEISS
BINOCULARSZEISS
PROJECTORS & ENLARGERS
DEVELOPING & PRINTING
A SPECIALITY.

A TACK & CO.
26, Des Voeux Road, Central.

GRAY'S YELLOW LANTERN SHOPS

For

Linens, Fur Evening Coats,
Underwear, Evening Dresses,
Peking Jewellery & Rugs.

Hotel Lobby Shop, open till 3 P.M.

Alexandra Building.
Tel. 24666

Hong Kong Hotel Lobby.
Tel. 27424.

HONG KONG SHANGHAI MANILA

"The Well-Known Brand"



FINDLATER'S DRY GIN

GILMAN & CO., LTD.

SOLE AGENTS:-

FINDLATER MACKIE TODD & CO., LTD.

WHITEWAYS

A
SPECIAL CHRISTMAS
BARGAIN

5 ONLY

CHILD'S DESK AND STOOL.

Made from English hardwood by "Triang."
Very strong. Sloping top, inkwell, Slate
fixed under lid. All exceedingly well
finished.

Usual Price \$29.50

SPECIAL
PRICE \$10.00

A lasting and useful gift for a small child.

SHOP EARLY

AT

WHITEWAYS

The China Mail

Hong Kong, Thursday, Dec. 24, 1931.

Christmas Day.

In attempting to write anything at all about Christmas, one is confronted at the very outset by the transparent fact that everything that can possibly be said concerning this sacred season has been reiterated over and over again. Of all the festivals which have been rendered sacrosanct to civilisation by religious observance, perhaps Christmas makes the most direct appeal to a humanity that is wont to regard mankind collectively as "the herald of a higher race;" as, indeed, he must prove himself to be, if he holds the fond belief "that somehow good will be the final goal of ill," and "that nothing walks with aimless feet." Just as all sorrow and suffering, the necessity of which in the Divine scheme of things we are sometimes prone to question, belong to the great mysteries of our earthly existence, so too, the vexed problem of the good which is often the outcome of events in themselves inherently evil, has been, and still remains, a stumbling-block to the faith and religious aspirations of many who are accounted among the wisest of mankind. But, we read, at that first Christmas-tide, there came to the village of Bethlehem of Judaea certain wise men bearing free-will offerings to lay at the feet of One whose star they had seen afar off in the East. "And there were in the same country shepherds abiding in the field, keeping watch over their flock by night." So it came about that the wise men, with their gifts of gold, and frankincense, and myrrh, and the unsophisticated shepherds who had left their flock untended upon the lonely Syrian hills, together worshipped in the little straw-strewn shed at Bethlehem. And, to-day, all sorts and conditions of men unite in the celebration of the nativity of Christ.

With the constantly changing conditions of modern life, many of the old customs peculiar to the Christmas season have fallen into desuetude. We know that long

before the Christian era, December 25 was set apart as a high festival, and given over to certain rites and ceremonies, probably of a Saturnalian kind, concerning which, however, no detailed description has been preserved. The Venerable Bede, with that caution which was one of his characteristics as an historian, or chronicler, has recorded that "the ancient peoples of the Angli, began the year on December 25 when we now celebrate the birthday of the Lord; and the very night which is now so holy to us, they called in their tongue 'modranecht,' that is the mothers' night, by reason we suspect of the ceremonies which in that night-long vigil they performed." Here, clearly, was an occasion for a judicious reticence. The early Church found it a difficult matter to overcome the prejudice appertaining to ancient pagan superstitions and observances; and as late as the year 245 A.D. we find that Origen, in his Eighth Homily on Leviticus, repudiated as undesirable, even sinful, the practice of keeping the birthday of Christ, "as if He were a King Pharaoh." After a lapse of fourteen hundred years the seventeenth century Puritans revived the reproach of paganism by issuing "a terrible remonstrance against Christmas Day," a manifesto which was strongly supported by punctilious precisians, Parliament forbidding by law, and under pains and penalties, all Christmas observances, both religious and social; moreover, they enjoined that the day was to be kept as a strict fast.

Charles II., to his credit, soon altered all that; but the dour and reticent Scot was not to be denied the virtue of a long face when other people were making merry. Even now, Christmas Day, north of the Tweed, is not regarded as a particularly festive occasion, the true-born Scot preferring to reserve his capacities for enjoyment until the New Year.

From Other Pens.

For and Against the Motor.
A nice little debate could be arranged, round the assurance from the South-west Lancashire, Coaster to the Wigan Railway

Club that "the 'motor-car is the curse of civilisation," says a gossip writer. It would, of course, be quite easy to build up the case for the prosecution.

The physical disaster which the motor-car achieves in the course of a year, and all the ruin and heart-ache which it leaves in its train, would alone seem to justify Mr. Brighouse's proposition that "nothing in the world to-day contributes less to the welfare of nations than the motor-car."

Its tragedies and tribulations are "news" and are everywhere recorded and advertised as such, whereas the pleasures that it affords pass unnoticed.

After all, millions of people do derive a great deal of comfort and pleasure from the motor-car; far more town-dwellers get far more often out into the countryside than they used to do as a result of its invention.

Though it is not possible to strike a balance in such matters, there are thousands of perfectly happy excursions to every accident—and if more people would only try to drive with care and intelligence the accidents could be diminished without in the least impairing the picnics.—Ceylon Observer.

News in Brief.

Yesterday the lowest open air temperature was 59 degrees. The humidity at 10 a.m. was 63 and at 4 p.m. 65.

Prompt work by three Service men prevented a serious fire in the Wanchai district last night, a partially constructed building at Hennessy Road lost a certain amount of its scaffolding but the loss was only slight.

His Excellency the Governor has appointed Tuesday, January 26 at 4.30 p.m. as the date of the annual inspection of St. John Ambulance Brigade. All interested in the Order of St. John are cordially invited to attend.

If you must smile—and even laugh—during the Christmas holidays, you will find ample scope for your risible faculties at the King's Theatre. You simply will be rocked from beginning to end by "The Girl Habit."

The loss of clothing and ornaments, to the value of over \$60, from 3, Beautiful Terrace, has been reported to the Police by Dr. D. K. Samy, who states that the thief or thieves gained admission by opening a window in the kitchen.

The Eastern Extension Telegraph Company announce that the estimated traffic receipts of the Imperial and International Communications, Ltd., for November, were \$227,062 as compared with the receipts in 1930 amounting to \$242,929.154. The aggregate receipts from January to November were \$4,387,606 as compared with \$4,925,164 during the same period in 1930.

After sitting all day yesterday, it was found that the last case on the December Assizes calendar would take more than a day to finish, and accordingly the Chief Justice adjourned it over the Christmas holidays until the morning of December 28. This is the case (reported yesterday) in which Chung King-man and Li Fat are charged with robbery at Kak Hang village, Kowloon City, early on the morning of October 16. Mr. H. Somerset Fitzroy, Assistant Attorney-General, prosecuted for the Crown, while Mr. Hin-shing Lo is for the defence.

WARSHIPS IN PORT.

The following British warships were in harbour to-day:—
Bruce—South wall.
Cornflower—West wall.
Cornwall—No. 8 buoy.
Cumberland—No. 3 buoy.
Herald—East wall.
Hermes—No. 1 buoy.
Kent—North arm.
Marazion—South wall.
Medway and Sub.—No. 2 buoy.
Olympus—East wall.
Orpheus—In dock.
Oswald—In dock.
Peregrine—East wall.
Phoenix—In dock.
Seamew—East wall.
Serpis—North wall.
Sirdar—North wall.
Sterling—North wall.
Suffolk—West wall.
Tamar—Basin.
Foreign Man-of-War.
Argus—French Gunboat.
O'Brien—Portuguese transport.
Mikado—American Gunboat.

PUREE DE POIS

By

BESOMORO.

CHRISTMAS GREETING.

Nothing new, nothing original. Just the old, old and conventional one.

A Merry Christmas to You!

THANKS! MANY THANKS!

To the lady or gentleman who was kind enough to make over to the "Star" ferry office a roll of manuscript which had been left on a "Star" ferry yesterday afternoon. A good and kind deed, which is very greatly appreciated.

HOW TO REDUCE WEIGHT.

Obesity is the bug-bear of elderly men and women. How great a bug-bear is made clear by the recipes for reducing weight which abound. But why not be philosophic about it? Right! I am fat. What about it? I'll get slimmer later. An acquaintance of mine was of such a philosophic turn of mind. At the end of 1922 he was "Pickwick's Fat Boy." Did he mind? Not he. By the end of 1923 it was inappropriate to refer to him as such. And he had not materially changed his mode of life. For three to four years he remained slim, then began to put on weight again. In July, of this year, he was very nearly "Pickwick's Fat Boy" again, but once more he shed it all. And he has shed it to such an extent that he is positively thin. He does nothing about it. It just doesn't worry him. He accepts what comes.

Here, however, is another recipe for reducing weight. It has been tried and not found wanting. Councillor Norman Crossley, a

dentist of Huddersfield, has reduced his weight within six weeks by four stone, besides improving his general health in every way. The secret is a diet of lemon water and nothing else. Following this strict diet for forty-two days of lemon water, Councillor Crossley has brought his weight down from 19 st. to 14 st. He claims that rheumatism, lumbago, cirrhosis, and eye trouble have been miraculously cured by the fast, and he has now been classed as perfectly fit by a life assurance company that formerly refused to accept him. He now states that he can run about and do far more work than he used to be able to.

THE SMART AGE.

We are now told by the tailors that everybody is buying a dress suit. The Editor of the Outfitter said that at least twenty times as many are sold today as in 1914. One wholesaler delivered 3,000 this year. It is probably an understatement to say that 20,000 dress shirts a year are sold in the East End of London; and \$50,000 a year is a fair estimate of the extra trade brought to British shopkeepers. Before the war 5,000 a year were sold; a hundred thousand a year are now sold—most of them by deferred payments. It is to be supposed the same can be said about girls. Girls of all classes now have quite elaborate evening and dance dresses, and, of course, they all go in for permanent waves and look very smart and will not go out with their men friends unless they are also smartly garbed. Some authorities put this down to the influence of the cinema.

EXCHANGES.

TO-DAY'S QUOTATIONS.

On London—	1/5 1/2
Bank, wire—	1/5 5/16
Bank, on demand—	1/5 5/16
Bank, 4 months' sight—	1/5 7/16
Credits, 4 months' sight—	1/8 1/2
Documentary, 4 months' sight—	1/6 5/8
On Paris—	625
On demand—	625
Credits, 4 months' sight—	695
On Berlin—	Nom.
On New York—	24 1/2
On demand—	24 1/2
Credits, 60 days' sight—	26 1/2
On Bombay—	95
On demand—	95
On Calcutta—	95
On demand—	95
On Singapore—	61 1/2
On demand—	49 1/2
On Shanghai—	74 1/2
On demand—	74 1/2
Dollar—	1 1/2 1/2 dis.
On Yokohama—	60 Nom.
On demand—	60 Nom.
Sovereigns (Bank's buying rate)—	1/6 1/2
Silver (per oz.)—	19 15/16
Bar Silver in Hong Kong—	Nom.
Copper Cash—	Nom.
Copper Cents—	1% prem.
Rate of Native Interest—	3 1/2 % p.a.
Chinese Sub. Coin—	28% dis.
Hong Kong Sub. Coin Par.	

LONDON EXCHANGES

Rugby, Yesterday.	
Paris—	87 1/2
New York—	84 1/2
Montreal—	41 1/2
Brussels—	24 1/2
Geneva—	17 9/16
Amsterdam—	8 17/8
Milan—	67 1/2
Berlin—	14 1/2
Stockholm—	18
Copenhagen—	18 1/2
Oslo—	18 1/2
Vienna—	30 Nominal
Prague—	115 1/2
Helsingfors—	240
Madrid—	40 1/2
Lisbon—	109 1/2
Athens—	260
Montevideo—	31 1/2 nominal
Bucharest—	570
Rio—	41
Buenos Aires—	4 1/2
Bombay—	1/6 9/64
Shanghai—	1/11 1/2
Hong Kong—	1/5 11/16
Yokohama—	2/4 1/2
Silver Spot—	19 15/16
Silver Forward—	20 1/2

—British Wireless Service.

Our Sports Diary.

LOCAL.

HUNTING—Saturday—Fanning Hunt Meet. (Annandale) at 2.45 p.m.
GOLF—To-day to Sunday—R.H.K.C. Christmas Meeting. Sunday—Completion of First Round of Kowloon Golf Club Junior Championship.
FOOTBALL—To-morrow—Sunday Herald Cup—Scotland v. England on Club ground.
Saturday—Sunday Herald Cup—Wales v. Portugal on Club ground; Chinese League—Chinese Athletic "B" v. Yee Woo; South China "A" v. South China "B"; Chinese "A" v. Sang Ching.
CRICKET—Saturday—Kowloon C.C. v. Navy (F.) at 11 a.m.; University v. Indian R.C. (F.) at 11 a.m.; Hong Kong C.C. v. Army (F.) at 11 a.m.; Craigengower C.C.—Married v. Single; Indian R.C. II v. University II (F.) at 11 a.m.
SPORTS—Sunday—Craigengower C.C. Children's Sports.

WILL IN SOLDIER'S PAY BOOK.

"6ft. by 2ft. of Soil."

A former private in the Machine Gun Corps, Mr. Henry Amphlett Prosser, of Mortimer-road, Kensal-rise, made his will in a soldier's pay-book. Dated December 16, 1917, it reads:

"In the event of my acquiring 6ft. by 2ft. of French or English soil, I leave everything to my wife, Daisy May Prosser."
The estate is now valued for probate at £185.

To-day's Thought.

The highest price you can pay for anything is a guilty conscience.

Ten Years Ago.

[From the "China Mail" of December 24, 1921.]

To-day's dollar is worth 2/7 1/2.

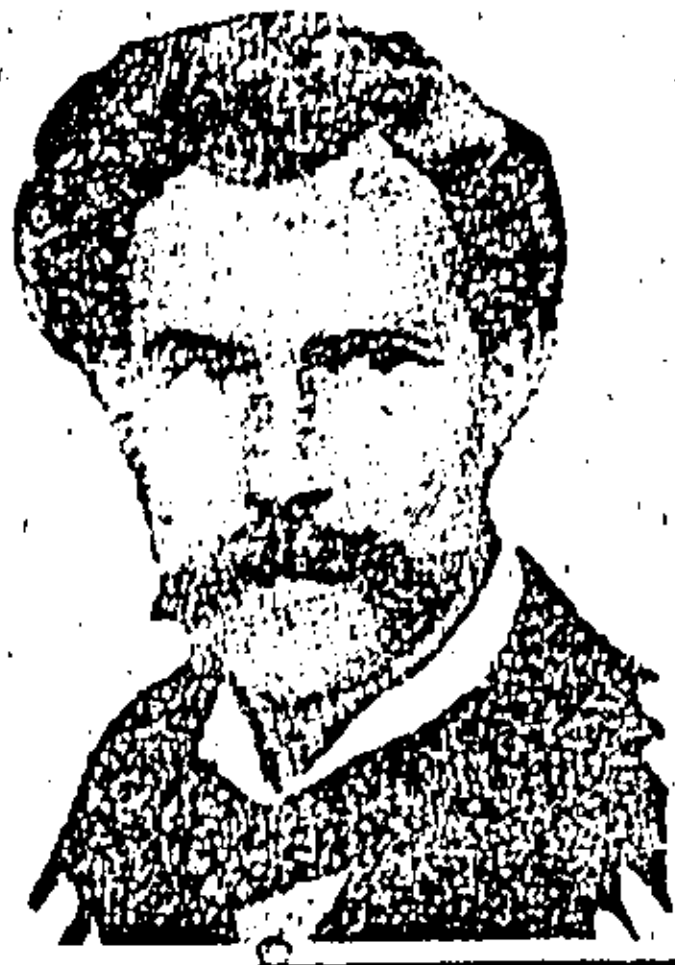
The fire at Third Lane, Shek-tong-shui, yesterday gutted eight houses on both sides of the narrow alleyway. It originated in a glass blower's hut and spread to several godowns used mostly for the storing of blackwood, sandalwood and camphorwood, causing damage to the extent of \$98,000. The glass works suffered to the extent of \$2,000. A couple of two-storey dwellings suffered slight damage before the firefighters extinguished the flames. Insurance is affected only to the extent of \$18,000.

ROMANCE OF RAMSAY MACDONALD

NEW CHAPTER IN A VERY FASCINATING LIFE STORY.

The romantic career of Mr. Ramsay MacDonald enters on a new stage with his return to power as Prime Minister of the National Government.

The following article by a special correspondent of the Evening Standard traces the story of Mr. MacDonald's rise to fame from the humble circumstances of his boyhood.



J. Ramsay MacDonald

Macaulay once wrote of a certain political opponent that he was among the most moderate, yet the least pliant, member of his party. The words suggest a type that is always important and often neglected, and is both important and neglected because it is rarely understood. For friend and foe alike it is a standing problem. Our own times have furnished the classical example of it in the person of Mr. Ramsay MacDonald.

At Lossiemouth, near the entrance to the Moray Firth, where the first Labour Prime Minister of Britain was born in the autumn of 1866, the prevailing wind blows cold from the north-east. For mile on mile, fringed by prickly whin-bushes, the sand stretches between sea and real land, and for generation on generation the people of the place have been bred in the faith of the Shorter Catechism.

A Good Name.
All these things had a part in forming Mr. MacDonald's character. Between them they account for the man as we have known him.

The circumstances of his childhood were poor but in no way degrading. His physical and mental fare was harsh, but light and air and a horizon were not denied to him as to the children of the slums. If there were only two rooms in the cottage where he lived, it was a good home. Also, he bore a good name, and was taught to be proud of it.

The school to which he walked daily by a long, bleak road, has been described, incorrectly, as the Scottish equivalent of a board school. Scottish schools are always better than the English schools they superficially resemble.

Because he showed a liking for books, of the graver sort, the young MacDonald, instead of being sent to sea or put to work upon the land, was prepared for the teaching profession, but the Scot's ambition for a career in England took him along another path.

An Individualist.

At twenty he was a clerk in London. In his leisure hours he read at the Guildhall Library. In the evenings he studied chemistry. Illness, produced by overwork, alone prevented him from sitting for a Kensington scholarship, and, it may be, from devoting his life to science. Then, in 1888, he became private secretary to a Liberal M.P.

From this introduction to practical politics it was but a step to journalism, at which, four years later, he was earning a living.

In 1895 he stood for Parliament as Labour candidate at Southampton, and was defeated. Already Mr. MacDonald's record was beginning to read like one of those manuals of self-help beloved of Victorian Radicals.

By temperament he was an extreme individualist. His admirers confess that the only mind in which he was ever interested was his own. The sands on which he had run barefooted as a boy had entered into his soul, leaving him gritty, difficult to approach.

A Muddle.
How came it that such a man passed into the Socialist fold, where

the first professions are human comradeship and universal sympathy.

Liberalism had always been a little untidy, and by the 'nineties was a muddle. Mr. MacDonald, born with a logical mind, trained to neatness in a laboratory, revolted against its disorder.

If the sentiments of Socialism made small appeal to him its scientific pretensions impressed him. "The Socialist method," he wrote, "is the Darwinian method."

His early religious education had given him a taste for cut-and-dried theories. For him the intellectual passage from Calvinism to Darwinism, and thence to Socialism, was practically inevitable.

An Oracle.
The middle period of his life, divided between self-cultivation and work for the Labour Party, of which he was anon to be proclaimed the chief intellectual asset, presents few incidents of interest.

He visited America in 1897, South Africa in 1902, and between the two dates again stood unsuccessfully for Parliament. In 1906 he was elected as one of the members for Leicester.

Within his party, still consisting in the main of rough-and-ready trade unionists, leavened by a few literary theorists and some obvious cranks, Mr. MacDonald passed for an oracle in those days. But the country as a whole paid no great attention to him.

Labour was, of course, an increasing power and not to be neglected. Its representatives, on the other hand, were dull when they were not wild, and Mr. MacDonald, it must be confessed, did less to relieve its dullness than he did to add to its intellectual discretion.

Fame came to him through execution. When he intervened in the debate on August 3, 1914, to tell the House of Commons that in his opinion the Government was wrong, that Britain should remain neutral in the coming struggle, he put himself beyond the pale.

Never a Fanatic.

On the morrow, he lost the chairmanship of the Labour party, which

he had held for the three past years. He became, as it seemed, one of a little group of Ishmaels that the country would sweep out of existence at the first chance. Yet in retrospect it can be discerned that the Ishmaels were the sole Opposition left in Parliament and that Mr. MacDonald, when he allied himself with them, became in fact leader of the Opposition.

But neither then, nor at any time, was he a fanatic. Certainly he was no disciple of Tolstoy, and he gave no sign that his feelings about war, as war, differed from those of normal men. There was, indeed, more pro-Germanism than pacifism in his attitude.

Britons in those days did not stop at loathing the Prussian drill-sergeant; they disliked only less the Prussian professor and the Prussian bureaucrat, two types which Mr. MacDonald, the scientific Socialist, held in reverence.

Leader Once More.
The truth was revealed when, by a slip of the tongue, he spoke of "our German friends."

He was, of course, among the promoters of the plan for an international peace congress at Stockholm. But British sailors refused to take him.

At the elections after the war Leicester rejected him by the huge majority of 14,000 votes. Some were rash enough to call him politically defunct.

The British, slow to learn, are quick to forget. In 1922 he was returned to Parliament for Aberavon, restored to leadership of the Labour Party, already the second strongest in the State.

British trade unionists would have preferred Mr. Clynes, but Mr. MacDonald's recalcitrance during the war appealed to the Clydesiders, his deliberately acquired culture to the intellectuals.

Then, in 1924, thanks to others' blunders, he became Prime Minister. Fears, and hopes, of what Labour would do were largely dissipated from the moment when he went to Buckingham Palace, undisguised, in the silk hat of ceremony.

Partly because he had only a parliamentary minority at command, more because he doubted his colleagues' abilities, most because of his own ingrained formalism, he insisted on hastening slowly, if at all, in home affairs.

Last Premiership?

But to him also was the discredit for Labour's downfall. Cautious in domestic policy, he sought to redress the balance by great activity at the Foreign Office. In his Rus-

SHADOWS BEFORE

COMING EVENTS ADVERTISED IN CHINA MAIL.

Social Functions.

To-day—Tea Dance at Hong Kong Hotel; Carnival Dinner Dances at Hong Kong and Peninsula Hotels.
January 6—St. George's Society's Dance, Peninsula Hotel.

Entertainments.

To-day—King's Theatre: "The Girl Habit."
To-day—Queen's Theatre: "Sporting Blood."
To-day—Central Theatre: "The Texan."
To-day—Majestic Theatre: "Cohens and Kellys in Africa."
To-day—Star Theatre: "Call of the Flesh."

Home Malls.

To-morrow—Inward from America (Empress of Japan); Outward for Europe via Marseilles (Suwa Maru), noon.

Miscellaneous.

January—12-14—Royal Sanitary Institute (Hong Kong Centre) examinations in Sanitary Science, and for Sanitary Inspectors.
January 2—St. Stephen's College new school year begins.

sian policy he took grave risks—risks which the country was unwilling to accept. But, having once promulgated his policy, he was determined that nothing should turn him from it. The result was disaster.

To-day, once again, he has revealed the same mixture of determination and Highland pride which are the twin pillars of his character. Once again, having taken his decision, he has refused to bend the knee. By his own action he has again put himself politically beyond the pale. This time, however, the pale is the pale of his own party.

It may well be that now he is entering upon his last Premiership, that never again will he be Labour Prime Minister of Britain. But if his career as a party politician is now ended, he has made his place secure among British statesmen and among those British patriots who in the hour of need have never failed to put the State before their party and before themselves.

ROUND THE LOCAL CINEMAS

Reviews from Official Sources.

"THE GIRL HABIT"

"The Girl Habit" is Ruggles's first starring picture, which is now showing at the King's Theatre. As such it gives him a chance to display fully all his clever talents for making folks laugh right out loud. Since he is the main personality in this picture, audiences can depend upon it that the performance will be even funnier than the earlier films in which Ruggles was a mere featured player, such as "Gentlemen of the Press," "Young Man of Manhattan" and "Her Wedding Night."

A competent cast of Broadway favourites supports Ruggles. The support is headed by Donald Meek, recently starred in the cast of "Oh Promise Me," Broadway farce hit, and a veteran also of comedy character parts in the films. Margaret Dumont, the queenly hostess of the two earlier Marx Brothers films, "The Cocoanuts" and "Animal Crackers," enacts an important role as the mother of the young society girl, played by the Sue Conroy, to whom Charlie is engaged. Miss Conroy is a graduate from the "line" of the famous Ziegfeld Follies.

As the not-so-bad villainess, Tamara Geva has an important place in the picture. Miss Geva is the sensational dancer who, with Clifton Webb, knocks the customers cold in "Three's A Crowd," the big Broadway revusical show.

"THE TEXAN"

Five hundred dollars is what the Llano Kid was worth to the people of Texas back in 1885, dead or alive. He's alive at the Central Theatre and he's worth a whole lot more than that in entertainment. There are more thrills with Gary Cooper, as the Llano Kid, in "The Texan," than there were even in the great Western outdoor spectacle romance, "The Virginian." And that's saying a lot.

"The Texan," which opened at the Central Theatre last night, and will continue showing to-day and to-morrow, is Paramount's companion picture to "The Virginian." Again Cooper brings to life the spirit of the plainsmen pioneers, this time in a tremendous action drama which takes him from the rolling plains of Texas to the impressive pampas of South America.

Fay Wray is the girl who captures Cooper's heart in this strange love-story.
Emma Dunn, as the wealthy sonora, gives a moving performance in a really great role.

"DAWN PATROL"

Richard Barthelmess's latest First National-Vitaphone starring vehicle, "The Dawn Patrol," which comes to the Queen's Theatre on Sunday, contains a brilliant cast including Douglas Fairbanks, jun., Neil Hamilton, Gardner James, Clyde Cook, James Finlayson, Edmund Bron, Frank McHugh, William Janney and several hundred extras.

Howard Hawks directed this John Monk Saunders's epic of the air.

"GRUMPY"

Doris Anderson, who wrote "The Wolf Wall Street," is the author of the screen play, "Grumpy," which comes to the King's Theatre shortly, with Cyril Maude, one of Britain's foremost actors, in the title role.

Miss Anderson made her adaptation from the stage comedy of the same name by Horace Hodges and Thomas Wigney Percyval, who had completed the play in 1913 when Maude was looking for a vehicle to add to his repertoire for an American engagement.

The authors read "Grumpy" to Maude and he selected it for the American tour. He first appeared in "Grumpy" at the Theatre Royal in Glasgow, on September 10, 1913, during the course of a preliminary tour in which he tried out the vehicles to be presented in the New World.

His American debut was made as "Grumpy" at Wallack's Theatre, New York, on November 8, 1913. He since has successfully played the role in London, and all of the large cities in the United States and Australia. His individual stage performances of "Grumpy" total approximately 1,800.

Your CHRISTMAS DANCE Records

Columbia New Process RECORDS

CB156—Gorgonzola	One-Step.
—We Must All Pull Together	One-Step.
CB159—Oh! Donna Clara	Fox-Trot.
—Little Russian Rose	Fox-Trot.
CB160—Dixiana	Fox-Trot.
—I'm Yours	Slow
CB121—The Barnard's Song	Fox-Trot.
—Be Careful With Those Eyes	Fox-Trot.
CB22—I'm Following You	Fox-Trot.
—I'm Sailing on a Sunbeam	Fox-Trot.
5738—Sluggin' in the Bathtub	Fox-Trot.
—Lady Luck	Fox-Trot.
5443—Blister Sweet	Waltz.
—If You Were All	Fox-Trot.
5423—You're the Cream in My Coffee	Fox-Trot.
—To Know You is to Love You	Fox-Trot.
CB249—Ten Cents a Dance	Slow
—I'll Be Good	Fox-Trot.
CB50—Cuckoo	Waltz.
—Figaro	Fox-Trot.

The Anderson Music Co., Ltd.

An XMAS wish is best
accompanied by an XMAS GIFT.
THE BEST IS A

JOHNNIE WALKER

SPECIAL XMAS DECORATED CASE

3 bottles in a case	RED
or	BLACK
6 bottles in a case	LABEL

Obtainable from all leading stores or
CALDBECK, MACGREGOR & CO., LTD.
(Incorporated under the Companies' Ordinances of Hong Kong.)
Prince's Building, Ice House Street. Telephone 20975.

LAST DAY OF CHRISTMAS SALE

5% to 20%
Discount

TABAQUERIA FILIPINA

26, Queen's Road, Central.

XMAS AND NEW YEAR HAMPERS.

We beg to Notify Customers that Assorted Hampers suitable for the Festive Season may be obtained from us at the following Reduced Rates:—

No. 1 HAMPER—\$65.

1 qt. Moet & Chandon Dry Imperial Champagne	1 qt. Superb Tawny Port
1 pt. G. F. Peppermint	2 qts. St. Julien Claret
1 pt. D.O.M.	1 qt. Old Brown Sherry Black Seal
1 qt. Martell's *** Brandy	1 qt. Puritan Old Tom or Dry Gin
2 qts. King George IV Gold Label or Perfection Whisky	1 qt. Burgoyne's Burgundy
	1 phial Pomeranzan Bitters.

No. 2 HAMPER—\$55.

1 qt. Gulleimart Champagne	2 qts. Tawny Dry Port
1 pt. D.O.M.	2 qts. St. Julien Claret
1 qt. Burgoyne's Burgundy	1 qt. Puritan Old Tom or Dry Gin
1 qt. Martell's *** Brandy	1 qt. V. de Paste Sherry.
2 qts. King George IV Gold Label or Perfection Whisky	1 phial Pomeranzan Bitters.

No. 3 HAMPER—\$50.

1 qt. Burgoyne's Burgundy	1 pt. Tower Brand Brandy
1 pt. G. F. Peppermint	1 qt. Amontillado Sherry
1 pt. D.O.M.	1 qt. Puritan Old Tom or Dry Gin
2 qts. Superior Rich Old Port	2 qts. Medoc Claret
2 qts. King George IV Gold Label or Perfection Whisky	1 phial Pomeranzan Bitters.

Other Hampers made up to suit Customer's requirements.

GANDE, PRICE & CO., LTD.

Tel. 20135. Hong Kong.

Come and Say GOODBYE TO SANTA who will stay at Special Toyland AT ROOF GARDEN Till 11 P.M.

For the convenience of our
customers, our business will be
extended to-day until after 9 p.m.

THE SINCERE CO., LTD.

Santa's Official
Headquarters.

The China Mail
Published every evening except Sunday. Annual subscription, excluding postage abroad, H.K. \$36, payable in advance. Local delivery, free.

Overland China Mail
The weekly edition of the "China Mail," published every Friday. Annual subscription, H.K. \$18, including postage \$10, payable in advance.

Published by
The Newspaper Enterprise, Ltd.
Printers & Publishers.
No. 3A, WYNDHAM STREET, HONG KONG.

TELEPHONES—
Business Office: 20022.
Editorial Department: 24641.
Cable Address:—Mail, Hong Kong.

All communications should be addressed to the Newspaper Enterprise, Ltd., to whom all remittances should be made payable.

London Offices:—S. H. Bywaters & Co., Ltd., 7, GARRICK STREET, LONDON, W.C.2.

'Phone 20022
FOR
CLASSIFIED ADVERTISING

Twenty-five words three insertions prepaid \$1.50. Every additional word five cents for three insertions.

All replies under this heading must be called for.

LOST OR STOLEN.

LOST OR STOLEN.—Pass Book No. 263 in Special Current A/c with The Bank of Taiwan, Ltd., in my name. If found, please hold and communicate with Rulla Singh, 1st floor, No. 4, Sun Street.

WANTED.

WANTED.—Matched at Repulse Bay to lease. Immediate occupancy. Box No. 797, c/o "China Mail."

LOST.

LOST.—On Friday morning, on or near Bowen Road, Black Cocker Spaniel, white, Licence No. 286/31. Answers to "Di". Reward: Wood, 13, Bowen Road.

APARTMENTS TO LET.

AIRLIE HOTEL.—23-25, Nathan Road, Kowloon. Under European Management. Excellent cuisine. Modern Apartments. Terms Moderate. Three minutes from ferry. Tel. 57357.

FOR SALE

"COASTWISE."—An interesting book of cartoons depicting "Happenings" on the China Coast. Price \$1, on sale at the "China Mail" office, 3A, Wyndham Street.

HONG KONG DOLLAR DIRECTORY.

On sale at all book-stalls and at the offices of the Publishers, 3A, Wyndham Street.

AN INTRODUCTORY HISTORY for schools by A. H. Crook, W. Kay and W. L. Handyside. Price \$2, on sale at the publishers, Newspaper Enterprise, Ltd., 3A, Wyndham Street.

TUITION GIVEN.

PRIVATE LESSONS in English, French, Music, shorthand and Typewriting. Terms moderate. O. Aimal Vilpas, Austin Road, Kowloon.

NEW ADVERTISEMENTS.

ST. PATRICK'S SOCIETY.

The President and Committee of St. Patrick's Society of Hong Kong send best wishes to their Members and friends for a Merry Christmas and a Happy New Year.

NOTICE.

MESSRS. LANE, CRAWFORD LTD. beg to announce that all departments will be closed during Christmas & New Year HOLIDAYS. December 25, 26, 27 and January 1 with the following exceptions. Restaurants open as usual. Corner Cake Shop. Kowloon 10 a.m.—2 p.m. Peak 8 a.m.—10 a.m.

CHURCHES

A CHARGE OF ONE DOLLAR IS MADE FOR ALL NOTICES UNDER THIS HEADING

ST. JOHN'S CATHEDRAL, HONG KONG.

Christmas Eve, December 24, 1931. 5.30 p.m.—Festal Evensong. Christmas Day, December 25, 1931. Holy Communion, 7 a.m. Choral Eucharist, 8 a.m. Holy Communion (Peak Church), 8 a.m. Children's Service, 10 a.m. Matins and Sermon, 11 a.m. Preacher: The Bishop of Victoria, Hong Kong. Holy Communion, 12.15 p.m. December 26, 1931. Festival of St. Stephen's, 10.15 a.m.—Holy Communion.

WESLEYAN METHODIST CHURCH, WANCHAI.

Opposite Royal Naval Hospital, Queen's Road E. Christmas Day, December 25, 1931. 10.15 a.m., Special Christmas Service. Preacher: Rev. Errie C. H. Tribbeck. Subject: "Wondering and Pondering."

Sunday, December 27, 1931. Morning Service, 10.15 a.m. Evening Worship, 6 p.m. Preacher at both Services: Rev. Errie C. H. Tribbeck. At the Sailors' & Soldiers' Home. Every Sunday at 3 p.m.—Bible Class. Every Sunday at 8.15 p.m.—Service Men's Hour. Boxing Day, December 26, 1931. Special Christmas Party for Service Men, 7 p.m. Tuesday at 8 p.m.—Fellowship Hour. Thursday, December 31, at 11 p.m.—Watchnight Service in the Sailors' & Soldiers' Home. All are welcome.

UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Hong Kong:—Wolfe, St. Francis Hotel, from Shanghai. Captain Hsin Ping-an, cars of Wallen, from Shanghai. Devos, Repulse Bay Hotel, from Tientsin. F. V. JENSEN, Superintendent. Hong Kong, December 23, 1931.

GENERAL NOTICES.

BANK HOLIDAYS

IN Accordance with Government Ordinance, the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on FRIDAY and SATURDAY, the 25th and 26th December (Christmas Holidays). Hong Kong, 21st December, 1931.

THE "STAR" FERRY COMPANY, LIMITED.

THE SHARE CERTIFICATE NO. 4204 for ONE HUNDRED (100) SHARES numbered 6690/6739, 7869/7893 and 39190/39214, in the above Company and standing in the name of FRANCISCO XAVIER SOARES having been reported lost, NOTICE IS HEREBY GIVEN that unless the ORIGINAL CERTIFICATE is produced within ONE MONTH from the date hereof, it will thereafter be held by the Company as NULL AND VOID, and a NEW CERTIFICATE for the said shares will be issued.

By Order of the Board of Directors,
F. H. CRAPNELL,
Secretary.
Hong Kong, 4th December, 1931.

NOTICE.

All Firms, Associations, Clubs, etc., who have not yet sent in the particulars of their concerns for the 1932 issue of the Hong Kong Dollar Directory are requested to forward the necessary information to the publishers without delay.

The HONG KONG DOLLAR DIRECTORY CO.,
China Mail Building,
3A, Wyndham Street.

SPORT NOTICES.

MACAO RACES.

Sunday, 27th December, 1931. First Race at 1.30 p.m. Admission:—To Members Enclosure \$1.00. To Public Enclosure 40 cents.

MEMBERS MUST SHOW their badges to gain admittance. Members can obtain 2 ladies' badges free on application to the Secretary. Ticket can be procured at the Race Course at \$1.50. Please refer to advertisement re Race Steamers.

LAMMERT BROS.

AUCTIONEERS, APPRAISERS AND SURVEYORS.

Public Auctions

YESTERDAY'S SOLUTION.

LETTER BALTIC
TARTAR RETAIN
CELLS
AIRS TICE
RUSSET NEREID
SNOUTS RECENT
H NEAT OTTO
O MALTA
WARREN THAMES
E AU DIE TO
RANGEIS DENIES

GOVERNMENT NOTICES.

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 28th day of December, 1931, at 8 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Fleming Road, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

No. of Lot	Boundary Measurements	Area	Annual Rental	Special Price
1	As per plan	2,038 sq. ft.	4/10	

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 28th day of December, 1931, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Fleming Road, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

No. of Lot	Boundary Measurements	Area	Annual Rental	Special Price
1	As per plan	6,037 sq. ft.	7/6	

PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 28th day of December, 1931, at 8 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Wong Nei Chung, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

No. of Lot	Boundary Measurements	Area	Annual Rental	Special Price
1	As per plan	830 sq. ft.	1/6	

RADIO

TO-DAY'S PROGRAMME.

The following programme will be broadcast to-day from the Hong Kong Broadcasting Station Z.B.W. on a wavelength of 355 metres:

5-8 p.m.—Chinese Concert from the Studio.
8-11 p.m.—European Programme of Recorded Music.
8 p.m.—Local Time.
8.04-8.32 p.m.—Scottish Selections.
Aldershot Searchlight Tattoo—Entry of Pipe Band.
Pipe Band of H.M. Scots Guards (Col. 9110).
Song—The Auld Scots Songs (Bethune & Leeson).
I'm Glad My Heart's my Ain (arr. Inglis).
Margaret F. Stewart, Soprano (Col. 4768).

Chorus—Auld Lang Syne (Traditional).
Annie Laurie (Traditional).
1,250 Voices (Col. 4292).
Vocal Gems from Sir Harry Lauder Songs.
The Border Singers (Col. 42113).

8.32-9 p.m.—Christmas Records.
Christmas Hymns and Carols.
The Trinity Choir (Vic. 35788-35940).

An English Christmas (Descriptive Sketch).
Anonymous (H.M.V. C2078).

Chimes—
(a) Christmas Bells,
(b) Good King Wenceslas,
(c) Joy to the World,
(d) Deck the Hall,
(e) We Three Kings of Orient Are,
(f) The First Nowell.
William H. Reitz (Vic. 20993).
9-11 p.m.—Dance Programme of Victor Records.

Fox Trot—
That Too, Do,
You Rascal You (22793)
If I Didn't Have You,
Now That You're Gone (22807)
Waltz—
So Close to Me,
Fox Trot—

MACLEANS PEROXIDE TOOTH PASTE

MAKES YELLOW TEETH WHITE

Stocked by all Pharmacies, Dispensaries and Departmental Stores.

Agents:—
W. R. LOXLEY & CO.

Good-night, Sweetheart (22825)
Life is Just a Bowl of Cherries,
This is the Missus (22783)
After Tonight,
One Night Alone With You (22744)
One Stop—
Lady of Spain,
Waltz—
Why Dance? (22774)
Fox Trot—
There's No Other Girl,
I'm All Dressed Up With a Broken Heart (22768)
Can't You See,
When it's Sleepy Time Down South (22828)
The First Girl I Met,
Waltz—
When the Clock is Striking Twelve (22754)
Fox Trot—
Nevertheless,
Look in the Looking Glass (22722)
You Can't Stop Me From Loving You,
What's Keeping My Prince Charming? (22710)
Minnie, the Moocher,
Hebble Jeebles (22763)

Waltz—
Reaching for the Moon,
Fox Trot—
Truly I Love You (22613)
Maybe It's the Moon,
I Was Only Teasing You (22727)
Come to Me,
As Long as You're There (22756)
Waltz—
The Kiss That You've Forgotten,
I'm Just a Dancing Sweetheart (22796)
Fox Trot—
Old Playmate,
A Faded Summer (22827)
Have a Heart,
To-night or Never (22754)
Echoes of the Jungle,
Limehouse Blues (22743)
Waltz—
Always,
Princess Flavia—Medley (10955)
11 p.m.—Close Down.
All records in the above European programmes are kindly supplied by Messrs. Anderson Music Co., Moutrie & Co., and Tsang Fook Piano Co.

MUSIC FOR TEACHING, etc.

ASSOCIATED BOARD OF THE ROYAL ACADEMY & ROYAL COLLEGE OF MUSIC.

We now have in stock the music of the above Colleges.
PIECES, STUDIES & TECHNICAL EXERCISES, in all grades.

also "TOVEY-CRAXTON" Edition of

BEETHOVEN SONATAS (in Volumes & Separate Numbers).
BACH 48 PRELUDES & FUGUES.
MOZART SONATAS.

at

TSANG FOOK PIANO CO.,

ICE HOUSE STREET.

TEL. 24648.



'Phone 20190
for

AROSO'S PORT & SHERRY

JOLLY GOOD DRINKS.

Sole Distributors:—

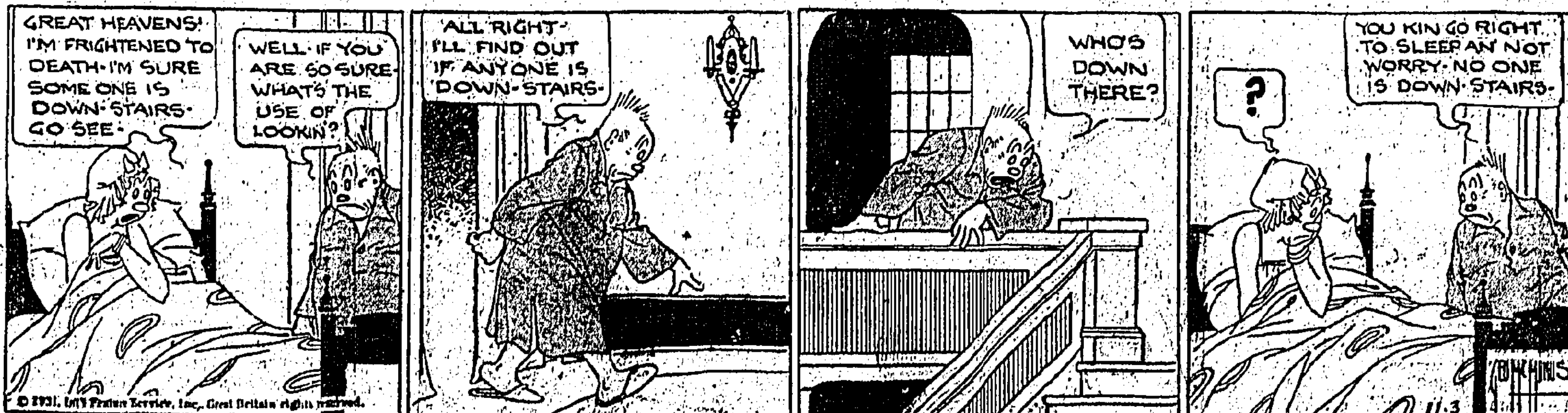
H. RUTTONJEE & SON.

Donations and Subscriptions must

now be sent to the Hon. Treasurer,

Mrs. H. E. Goldsmith, 525, The Peak.

HONG KONG BENEVOLENT SOCIETY.



LOYD TRIESTINO

FORNIGHTLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE & TRIESTE

via Singapore, Colombo, Bombay, Aden, Suez & Port Said
Taking Cargo on through Bills of Lading
to Fiume, Genoa, All Italian, Adriatic, Levant,
Black Sea and Danube Ports

Passengers to LONDON (Overland).

NEXT SAILINGS FROM HONG KONG

	For Shanghai & Japan	For Singapore & Italy
*S.S. CRACOVIA (passenger boat) ...	Dec. 27	Jan. 17
M.V. HILDA (cargo boat) ...	Jan. 11	Jan. 17
M.V. COL DI LANA (cargo boat) ...	Jan. 12	Jan. 24
*S.S. PILSNA (passenger boat) ...	Jan. 12	Jan. 24

*Passenger boat with First, Second and Second Economic Classes
Outward voyage to Shanghai only.

For Freight and Passages apply to
Queen's Building, DODWELL & CO. LTD.
Tel. 24021. Agents.

N.Y.K. LINE

REDUCED THROUGH TICKETS TO EUROPE VIA U.S.A. VARYING
FROM \$79 TO \$120 ON SALE.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.	Wednesday, 18th January.
CHICHIBU MARU	Wednesday, 27th January.
TATSUTA MARU	Thursday, 19th January.
SEATTLE, VANCOUVER via Shanghai & Japan Ports.	Tuesday, 16th February.
HIYE MARU	Tuesday, 16th February.
HEIAN MARU	Tuesday, 16th February.
LONDON, MARSEILLES, ANTWERP & ROTTERDAM via Singapore, Penang, Colombo & Suez.	Saturday, 26th December.
SUWA MARU	Saturday, 9th January.
FUSHIMI MARU	Saturday, 9th January.
SYDNEY & MELBOURNE via Manila & Ports.	Friday, 25th December.
ATSUTA MARU	Friday, 25th December.
KAMO MARU	Saturday, 23rd January.
BOMBAY via Singapore, Penang, & Colombo.	Thursday, 27th December.
TOKIWA MARU	Sunday, 11th January.
TANGO MARU	Monday, 11th January.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.	Sunday, 14th February.
BOKUYO MARU	Sunday, 14th February.
NEW YORK, BOSTON via Panama.	Sunday, 14th February.
LIVERPOOL via Port Said, Stamboul (Constantinople), Genoa & Marseilles.	Friday, 15th January.
DURBAN MARU	Friday, 15th January.
CALCUTTA via Singapore, Penang & Rangoon.	Tuesday, 29th December.
PENANG MARU	Tuesday, 29th December.
HAKODATE MARU	Wednesday, 6th January.
SHANGHAI KOBE & YOKOHAMA	Thursday, 24th December.
DELACCA MARU	Monday, 28th December.
TOKUSHIMA MARU	Wednesday, 30th December.

For further information apply to:—NIPPON YUSEN K. K.
Telephone 30291. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

RIO DE JANEIRO, SANTOS & BUENOS AIRES via Saigon, Singapore, Colom- bo, Durban & Capetown.	La Plata Maru	Wed., 30th Dec.
BOMBAY, ZANZIBAR, DAR-ES-SALAAM, BEIRA, LOURENCO MARQUES, DURBAN, PORT ELIZA- BETH & CAPE TOWN THENCE TO RIO DE JANEIRO, SANTOS & BUENOS AIRES via Singa- pore & Colombo.	Africa Maru	Tues., 5th Jan.
BRISBANE, SYDNEY, MEL- BOURNE, AUCKLAND & WELLINGTON via Manila. JAPAN PORTS (Frequent Services).	Brisbane Maru	Tues., 5th Jan.
LONDON, HAMBURG, ROT- TERDAM & ANTWERP via Singapore, Colombo, Suez & Port Said.	Paris Maru	Fri., 8th Jan.
NEW YORK via Japan ports, Los Angeles & Panama Call Direct at Boston, Philadelphia & Baltimore.	Kina Maru	Mon., 4th Jan.
BOMBAY & KARACHI via Singapore, Belawan, Deli & Colombo.	Havre Maru	Tues., 29th Dec.
CALCUTTA via Singapore, Belawan, Deli & Rangoon.	Hague Maru	Sat., 2nd Jan.
HAIPHONG via Hothow	Hamburg Maru	Thurs., 31st Dec.
KEELUNG via Swatow & Amoy (8 p.m. every Sun- day).	Menado Maru	Thurs., 24th Dec.
JAPAN PORTS via Takao & Keelung.	Hozan Maru	Sun., 27th Dec.
TAKAO via Swatow & Amoy (Fortnightly).	Canton Maru	Sun., 3rd Jan.
	Canada Maru	Fri., 8th Jan.
	Deli Maru	Thurs., 31st Dec.

For further particulars please apply to—
OSAKA SHOEN KAISHA.
Telephone 22041.

Shipping Intelligence

ARRIVALS OF SHIPS.

Tuesday, December 22.
Antenor, British str., 8,809 tons,
Captain R. J. Woodgett, from
Shanghai, Holt's Wharf.—
B. & S.

Coblentz, German str., 5,395 tons,
Capt. Vogt, from Manila, Kow-
loon Wharf.—Melchers & Co.

General Metzinger, French str.,
5,524 tons, Capt. Angelvin,
from Shanghai, Kowloon
Wharf.—M. M. & Co.

Glenbeg, British str., 5,856 tons,
Capt. L. Newling, from Shang-
hai, buoy No. A3.—J. M. & Co.

Halvda, Norwegian str., 761 tons,
Capt. H. Halvorsen, from Swa-
tow, Stonecutters Anchorage.—
Thorsen & Co.

Hamalaya Maru, Japanese str.,
3,187 tons, Capt. T. Tomita,
from Singapore, Kowloon
Wharf.—O.S.K.

Harunasan Maru, Japanese str.,
1,867 tons, Captain Horigome,
from Milke, Yaumati Anchor-
age.—M.B.K.

Hellas, Norwegian str., 1,118 tons,
Capt. T. Olsen, from Swatow,
buoy No. B8.—Thorsen & Co.

Ninghai, British str., 1,482 tons,
Capt. W. J. King, from Can-
ton, buoy No. B20.—B. & S.

Sinkiang, British str., 1,616 tons,
Capt. J. S. Anderson, from
Canton, Talkoo Dock.—B. & S.

Sun Kong, Chinese str., 322 tons,
Capt. Leung Pat, from K. C.
Wan, Salkong Wharf.—Wo
Hop & Co.

CLEARANCES.

Tuesday, December 22.
Agapenor, for Shanghai.
Benledi, for Shanghai.
Coblentz, for Takao.
Concordia, for Tarakan.
General Metzinger, for Saigon.
Grootekerk, for Shanghai.
Halyang, for Swatow.
Heijo Maru, for Molli.
Ninghai, for Tsingtau.
President Wilson, for Shanghai.
Tai Poo Sek, for K. C. Wan.
Tjisadane, for Batavia.

THE NEED FOR CAUTION.

Position of the Shipping Industry.

I had the honour of speaking from below the gangway just before the dissolution, and in what I said then I led up to what I regarded, and I still regard, as one of the most important points with which we had to deal, said a speaker in the House of Commons recently. I said then, and I say now, that we have abroad only a limited amount of purchasing capacity and, speaking for myself, I expressed the hope that we would reserve our purchasing capacity abroad for the essentials and would discard the luxuries. (Hear, hear.) There are difficulties about that which I know at the time and which I fully understand now, but that might be a short cut to what we want to get at. I hope before I sit down that I shall be able to persuade the House that at all events as a preliminary first step we are about to invite them to authorize some proposals which will enable us to reserve that certain amount of our purchasing capacity for that which is most essential. Let us be careful that we start in a tentative way. That does not necessarily mean loss of time. I suppose Mr. Amery will allow me to point out to him before I sit down that there are a great many matters of prime business concern which make us all nervous as we handle some of these great business transactions in the city and in the great business centres of the country which cannot be ignored and if the Government of the day were to be rushed into action which would injure some industries, while helping others, I would point out that those industries are of immense importance. I can assure my right hon. friend from what I have seen of my colleagues in the last ten days, although I have had very short experience of them, that they mean to deal with these practical questions as and when they come up with the greatest rapidity. (Hear, hear.)

PASSENGER LIST.

DEPARTURES.

For s.s. President Wilson for New York, San Francisco via ports, on December 22:—
Mr. and Mrs. A. M. Pappenheimer, Miss Ann Pappenheimer, Mr. and Mrs. W. S. Workman, and son, Mr. E. J. Davies, Mr. H. H. Muller, Mr. W. Archer, Mr. G. R. Horridge, Mr. R. T. Boffa.

26,000-TON FRENCH CRUISER.

Reply To "Pocket Battleship."

France's reply to the German "pocket battleship" is a 26,000-ton cruiser. The Minister of Marine has decided to submit to Parliament plans for building such a warship.

It will be included in the 1931 naval building programme, which, it will be recalled, originally included a 23,000-ton cruiser. This, however, was severely criticised in Parliament last June as an inadequate response to the German "pocket battleship." The Minister then undertook to refer the matter to naval experts.

HONG KONG TIDES.

The time used is Standard, or mean time of the meridian of 120 deg. E.; 00h. is midnight, 12hrs. is noon. The heights are referred to the datum of the largest scale Admiralty chart of the place and should be added to the depths given on the chart unless preceded by an asterisk (*), when they should be subtracted from the depths.

December 24 to 30, 1931.

Date	High Water Standard Ht.	Low Water Standard Ht.
Times.	Times.	Times.
Thurs. 24	10 17 44 08 20 12	18 47 38
Fri. 25	11 08 45 04 00 07	21 37
Sat. 26	11 46 45 04 43 05	23 38
Sun. 27	12 29 46 05 23 04	25 39
Mon. 28	13 10 46 06 11 04	27 40
Tues. 29	13 50 46 07 00 04	29 41
Wed. 30	14 29 46 07 49 04	31 42

CONSIGNEES' NOTICE

Consignees of cargo ex s.s. Benledi are reminded to take delivery of their goods which will be subject to rent after December 28.

POST OFFICE NOTICE.

CHRISTMAS & LIDAYS.

On Friday, December 25, and Saturday, December 26, the General Post Office will be open from 8 a.m. to noon, Kowloon Post Office 8 a.m. to 11 a.m. and the other Branch Post Offices 8 a.m. to 9 a.m.

There will be one collection from the pillar boxes and one delivery of ordinary correspondence as on Sundays and one delivery of registered correspondence at 9 a.m. The Money Order Office will be entirely closed.

Information has been received that the Air Mail Service between Shanghai and Manchouli is suspended and the acceptance of letters for this service is accordingly discontinued until further notice.

Christmas and New Year cards enclosed in open envelopes addressed to Hong Kong, China and Macao, are accepted at the special rate for printed matter, i.e., 2 cents per 2 ounces. The cards must not bear more than five written words and the envelopes must be entirely open.

INWARD MAILS.

THURSDAY, DECEMBER 24.	Amoy	Thilawa
Japan and Shanghai	Suwa Maru	
FRIDAY, DECEMBER 25.	Japan	Atsuta Maru
Canada, U.S.A., Honolulu, Japan and Shang- hai (Vancouver, B.C. Dec. 5)	Empress of Japan	
SATURDAY, DECEMBER 26.	Shanghai and Swatow	Kwangtung
Shanghai and Swatow	Soochow	
U.S.A., Honolulu, Japan and Shanghai (San Francisco, Nov. 27)	President Hayes	
Manila	President Cleveland	
SUNDAY, DECEMBER 27.	Europe via Negapatnam (Letters and Papers, London, Nov. 26)	Malacca Maru
London (Parcels only, London, Nov. 19)	Eumaeus	
MONDAY, DECEMBER 28.	U.S.A., Honolulu, Japan and Shanghai (San Francisco, Dec. 4)	President Hoover

OUTWARD MAILS.

THURSDAY, DECEMBER 24.	Swatow	Hydrangea	8 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles	Somali	(Due Marseilles, Jan. 22.)	
K.P.O.	G.P.O.		
Parcels	Dec. 24, 1 p.m.	Parcels	Dec. 24, 8 p.m.
Registration	4.30 p.m.	Registration	4.30 p.m.
Letters	4.30 p.m.	Letters	6 p.m.
FRIDAY, DECEMBER 25.	Straits, Ceylon, India, Mauritius East and South Africa, Aden, Egypt and Europe via Marseilles	Suwa Maru	(Due Marseilles, Jan. 24.)
K.P.O.	G.P.O.		
Registration	Dec. 25 10 a.m.	Registration	Dec. 25 11.15 a.m.
Letters	11 a.m.	Letters	Noon.
Manila, Australia & New Zealand via Thursday Island	Atsuta Maru	(Due Thursday Island, January 7.)	
Registration	Dec. 25, 11.15 a.m.	Registration	Noon.
Letters	Noon.	Letters	Noon.
Bangkok	SATURDAY, DECEMBER 26.		
Shanghai, Japan, U.S.A., Canada, C. & S. America and Europe via Victoria, B.C.	Pres. Cleveland	(Due Victoria, B.C. January 12, and Europe via Siberia)	
Registration	Dec. 25, 10 a.m.	Registration	Dec. 25, 11.15 a.m.
Letters	Noon.	Letters	Noon.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt & Italy	Cracovia	Noon.	

*Superscribed correspondence only.

THE
EMPRESS OF JAPAN
Largest—Fastest
Liner on the Pacific
offers
the utmost in comfort
and
SERVICE

SIZE
SPEED
SPACE
LUXURY.

Sails
SATURDAY, 26th DECEMBER
for
MANILA

	Hong Kong	Shanghai	Manila	Yokohama	Honolulu	Vancouver
Leave	1931	1932	1932	1932	1932	1932
Emp. of Japan	Jan. 2 Jan. 5	Jan. 7 Jan. 9	Jan. 11 Jan. 13	Jan. 15 Jan. 17	Jan. 19 Jan. 21	Jan. 23 Jan. 25
Emp. of Asia	Feb. 5 Feb. 8	Feb. 9 Feb. 11	Feb. 13 Feb. 15	Feb. 17 Feb. 19	Feb. 21 Feb. 23	Feb. 25 Feb. 27
Emp. of Canada	Mar. 4 Mar. 7	Mar. 8 Mar. 10	Mar. 12 Mar. 14	Mar. 16 Mar. 18	Mar. 20 Mar. 22	Mar. 24 Mar. 26
Emp. of Russia	Mar. 15 Mar. 18	Mar. 19 Mar. 21	Mar. 23 Mar. 25	Mar. 27 Mar. 29	Mar. 31 Apr. 2	Apr. 4 Apr. 6
Emp. of Japan	Mar. 25 Mar. 28	Mar. 29 Mar. 31	Apr. 3 Apr. 5	Apr. 7 Apr. 9	Apr. 11 Apr. 13	Apr. 15 Apr. 17
Emp. of Asia	Apr. 9 Apr. 12	Apr. 13 Apr. 15	Apr. 17 Apr. 19	Apr. 21 Apr. 23	Apr. 25 Apr. 27	Apr. 29 Apr. 31
Emp. of Canada	Apr. 23 Apr. 26	Apr. 27 Apr. 29	Apr. 31 May 3	May 7 May 9	May 11 May 13	May 15 May 17
Emp. of Russia	May 7 May 10	May 11 May 13	May 15 May 17	May 19 May 21	May 23 May 25	May 27 May 29
Emp. of Japan	May 20 May 23	May 24 May 26	May 28 May 30	June 1 June 3	June 5 June 7	June 9 June 11
Emp. of Asia	June 4 June 7	June 8 June 10	June 12 June 14	June 16 June 18	June 20 June 22	June 24 June 26
Emp. of Canada	June 17 June 20	June 21 June 23	June 25 June 27	June 29 July 1	July 3 July 5	July 7 July 9

ASK FOR OUR
NEW LOW FARES
TO PACIFIC COAST.
CANADIAN
PACIFIC

Telephones: Passenger Dept. 20752. Freight 20042.

THE
BLUE FUNNEL
LINE

REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES

LONDON SERVICE.
"MOMED" 5th Jan. For Marseilles London Rotterdam
"HECTOR" 10th Jan. For Marseilles London Rotterdam
LIVERPOOL SERVICE.
"AGAPENOR" 10th Jan. For Liverpool London Rotterdam
"ANTILOKUS" 20th Jan. For Liverpool London Rotterdam
NEW YORK SERVICE.
"HEXENOR" 15th Jan. For Boston New York & Baltimore
PACIFIC SERVICE.
(via KOBE & YOKOHAMA).
"INDREUS" 10th Jan. For Victoria, Vancouver and Seattle
"PROBILAIR" 15th Feb. For Victoria, Vancouver and Seattle
INWARD SERVICE.
"EUMAEUS" Due 27th Dec. For Marseilles London Rotterdam
"TIAN" Due 31st Dec. For Marseilles London Rotterdam
Also cargo steamers with limited passenger accommoda-
tion at specially reduced rates.
For freight, passage rates and information apply to the
undermentioned.
All bookings are subject to the provisions of the com-
pany's Bill of Lading.
Butterfield & Swire,
Agents.

TRAVEL A.O. LINE

To AUSTRALIA. Calling at Manila (P. I.), Thursday 14, Cairns, Townsville,
Brisbane, Sydney and Melbourne.

BRITISH STEAMERS: CHANGTE & TAIPIING (AUSTRIAN)
PARTS AND MOST UP-TO-DATE STEAMERS IN THE SERVICE.
ELECTRIC LAUNDRY, BARBER SHOP, EUROPEAN AND STEWARDESSES CARRIED.
Enjoy Your Short Leave to Australia and New Zealand, Hong Kong, Sydney—10 Days.
FIRST CLASS FARE TO SYDNEY, 40 RETURN
LONDON (via Australia) from £128.15.6.
(Australian Newspaper Co. Ltd.)

STEAMER	Dep Hong Kong	Leave Hong Kong	Leave Hong Kong	Leave Hong Kong	Leave Hong Kong
CHANGTE	Jan. 8	Jan. 15	Jan. 15	Jan. 15	Jan. 15
TAIPIING	Feb. 8	Feb. 15	Feb. 15	Feb. 15	Feb. 15
CHANGTE	Mar. 8	Mar. 15	Mar. 15	Mar. 15	Mar. 15

Home via Australia Tour—S.S. "Changte" 10th February.
Opening of the Sydney Harbour Bridge and Victoria
Detailed Itinerary on application. Fare £20.15 Return.
AUSTRALIAN-ORIENTAL LINE, LIMITED
Butterfield & Swire, Agents—Hong Kong—Shanghai.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S.S.	Tons	From Hong Kong About	Destination.
*SOMALI	6,800	24th Dec. 1931.	Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
RAWALPINDI	17,000	2nd Jan.	Bombay, Marseilles & London.
*MIRZAPUR	5,700	4th Jan.	Straits, Colombo & Bombay.
KARMA	9,000	16th Jan.	Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
CHITRAL	16,000	30th Jan.	Bombay, Marseilles & London.
KASHMIR	9,000	15th Feb.	Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
NALDERA	16,000	27th Feb.	Bombay, Marseilles & London.
*SOUHAN	6,800	6th Mar.	Marseilles, London, Havre, Hamburg, Rotterdam, Antwerp & Hull.
CARTHAGE	15,000	12th Mar.	Marseilles & London.
RAJPUTANA	17,000	26th Mar.	Bombay, Marseilles & London.
*BURDWAN	6,500	2nd Apr.	Bombay, Marseilles & London.
CORFU	15,000	9th Apr.	Bombay, Marseilles & London.
RAWALPINDI	17,000	23rd Apr.	Bombay, Marseilles & London.
RANPURA	17,000	7th May	Bombay, Marseilles & London.
CHITRAL	17,000	21st May	Bombay, Marseilles & London.
NALDERA	17,000	4th June	Bombay, Marseilles & London.
KASHMIR	17,000	18th June	Bombay, Marseilles & London.
RAJPUTANA	17,000	2nd July	Bombay, Marseilles & London.
MANTUA	17,000	16th July	Bombay, Marseilles & London.
RAWALPINDI	17,000	30th July	Bombay, Marseilles & London.
RANPURA	17,000	13th Aug.	Bombay, Marseilles & London.
MALWA	17,000	27th Aug.	Bombay, Marseilles & London.

*Cargo only. †Calls Casablanca. ‡Calls Djibouti.

Frequent connection from Port Said for Passengers and Cargo to Con-
stantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Rhedral Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,000	30th Dec. 1931.	Singapore, Penang & Calcutta.
SANTHIA	8,000	7th Jan.	
TALMA	10,000	22nd Jan.	
TAKADA	7,000	6th Feb.	

R.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers.

EASTERN & AUSTRALIAN SAILINGS (South).

NANKIN	7,000	2nd Jan.	Nankin, Rabaul, Brisbane, Sydney & Melbourne.
NELLORE	7,000	30th Jan.	
TANDA	7,000	4th Mar.	

Regular monthly sailings from Hong Kong to Shanghai and Japan
and Hong Kong to Australia.

Hong Kong to Sydney—19 days.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London and
The P. & O. Branch Service of steamers to London via Suez.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

1932.			
CHITRAL	15,000	1st	Jan. Shanghai, Kobe & Yokohama.
TALMA	10,000	1st	Jan. Amoy, Shaji, Molji, Kobe & Osaka.
NELLORE	7,000	4th	Jan. Shaji, Molji, Kobe, Osaka & Y.ama.
KALVAN	9,000	10th	Jan. Shanghai, Kobe & Yokohama.
TALMA	7,000	16th	Jan. Amoy, Molji, Kobe & Osaka.
KASHMIR	9,000	16th	Jan. Shanghai, Molji, Kobe & Yokohama.
*SOUHAN	6,800	20th	Jan. Shanghai, Kobe & Yokohama.
NALDERA	16,000	20th	Jan. Shanghai, Kobe & Yokohama.
TANDA	7,000	26th	Jan. Shanghai, Kobe & Yokohama.
CARTHAGE	15,000	6th	Feb. Shanghai, Molji, Kobe & Yokohama.
*BURDWAN	6,500	12th	Feb. Shanghai, Kobe & Yokohama.
RAJPUTANA	17,000	21st	Feb. Shanghai, Kobe & Yokohama.
CORFU	15,000	28th	Feb. Shanghai, Kobe & Yokohama.
RAWALPINDI	17,000	11th	Mar. Shanghai, Kobe & Yokohama.
*SOMALI	6,800	6th	Apr. Shanghai, Kobe & Yokohama.
RANPURA	17,000	20th	Apr. Shanghai, Kobe & Yokohama.
CHITRAL	15,000	27th	Apr. Shanghai, Kobe & Yokohama.
*BANGALORE	6,500	4th	May Shanghai, Kobe & Yokohama.
RANCHI	17,000	18th	May Shanghai, Molji, Kobe & Yokohama.
NALDERA	16,000	19th	May Shanghai, Molji, Kobe & Yokohama.
KASHMIR	18,000	2nd	June Shanghai, Kobe & Yokohama.
RAJPUTANA	17,000	16th	June Shanghai, Kobe & Yokohama.
*SOUHAN	6,800	29th	June Shanghai, Kobe & Yokohama.

*Cargo only. †Calls Nagoya.

All dates are approximate and subject to alteration without notice.
All Cabins are fitted with Electric Fans or Punka Louvre System.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 6 cu. ft. will be received at the Com-
pany's Office up to Noon on the day previous to sailing.
For further information, Passages, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Rd. C., Hong Kong. Agents.

ROMANTIC LIFE OF A BIBBY LINER.

To Be Scrapped After
Last Voyage.

THE SEANG BEE.

Although the Japanese interests which purchased the Rangoon steamer Seang Bee had her officially re-registered under the name of Seang Bee Maru, it is reported that she is destined for the scrappers, and that the famous old ship has made her last passage.

Famous she is, for when Messrs. Harland and Wolff built her in 1891 she was the Bibby liner Shropshire, and with her sister, Cheshire, was regarded as the last word on the Rangoon service. The Bibby Company gained great renown with these two ships, for they were the first twin-screw passenger steamers on the Eastern run, and as their advent coincided with an epidemic of broken shafts, the enterprises of the company obtained good advertisement. Like all the Bibby ships of that day, and most of those that have followed, they were four-masted schooners, with a single tall funnel, the gross tonnage of the Shropshire being 6,600, and her triple-expansion engines giving her a steady 14 knots in almost any circumstances. She was specially designed for the service from London and Liverpool to Rangoon, by way of Marseilles, and in addition to her big passenger accommodation she had a very fair cargo stowage.

Under the Bibby flag her career was most satisfactorily uneventful, and she proved herself a great favourite with Eastern travellers, and a remarkably consistent performer, until the steady improvement that they were making in the standard of their fleet caused the company to sell her after 18 years service. A Rangoon owner bought her for the Far Eastern service in October, 1909, and renamed her Seang Bee at the same time that he bought the Cheshire and renamed her Seang Cheon. She carried a large number of pilgrims in addition to her ordinary Eastern passengers, and was just as successful as she had been under Bibby management; when war broke out she was taken up in October, 1914, as a transport for the Indian Expeditionary Force.

While on transport duties the old Cheshire was torpedoed and sunk off the Fastnet, but the Shropshire carried on, and was employed carrying Australian and British troops as well as Indian. It was after she

had returned, to commercial service that she was sold to the China and Southern Trading Co., of Rangoon, who kept her for two years, and then sold her in 1926 to other Rangoon interests.

After this second transfer, while on a voyage from Singapore to Hong Kong in January, 1927, she was seized by Chinese pirates, nearly 100 of whom had taken tickets as passengers, and her people were compelled, at the muzzle of the revolver, to navigate her to Blas Bay. There she was thoroughly looted, the pirates going through the 700 odd passengers and securing over £3,000 in money and jewellery, in addition to what they got from the ship, their total loot running into five figures. Five wealthy Chinese passengers were taken inland for ransom, but Captain Cotton, after being taken ashore as a hostage, was allowed to return to the ship.

The outrage occurred at a time when commercial interests were furious at the indifference of the Chinese authorities to piracy, and she was by far the biggest ship that had ever been attacked. Soon afterwards she was again transferred to other Chinese interests in Rangoon, remaining under the British flag all the time, and ran on the Eastern service until the Summer of last year. She was then laid up at Rangoon in the hope of better times, and only recently sold to the Japanese.

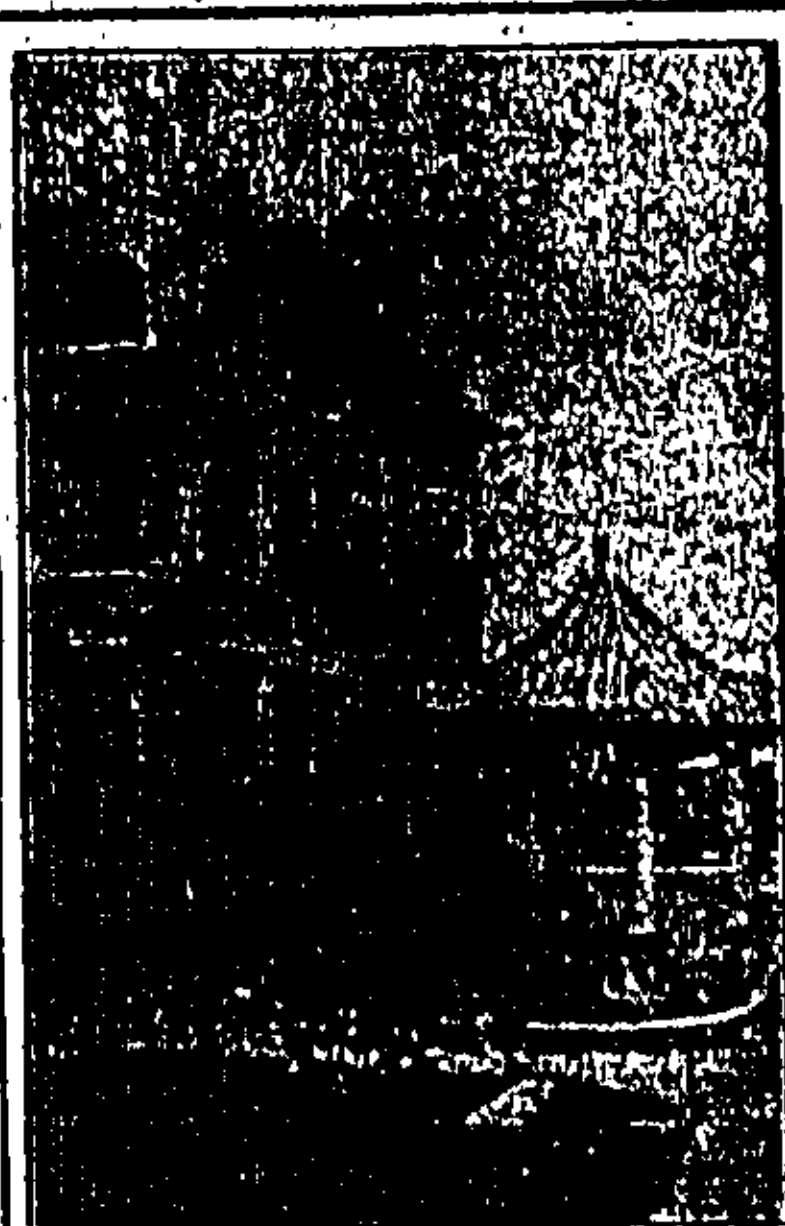
THE PRICE OF ADMIRALTY.

Commenting on the wreck of H.M.S. Petersfield in China, fortunately without loss of life, is a reminder of the price which the Navy has to pay for keeping watch and ward in the outer seas, says a London paragraphist.

Considering the number of our warships serving at home and abroad, naval casualties are surprisingly rare. On the whole, however, 1931 has been rather a bad year. So far there have been seven naval misadventures, including the tragedy of the *Porpoise*, and all of these were due to collision.

Apart from the submarine disaster, the most serious affair was the ramming of the French liner *Florida* by H.M.S. *Glorious* on April 1, with the loss of over thirty civilian lives.

The previous month had been fruitful in casualties, for no less than six of H.M. ships were involved in collisions, including the battleships *Nelson*, *Warspite*, and *Malaya*, and the new cruiser *Dorsetshire*. Happily, there was no loss of life in any of these cases.



CLAREMONT

PRIVATE HOTEL.

Austin Road, Kowloon.
(Facing the Kowloon Cricket Club. Four minutes from ferry by bus.)

Suites of rooms (single and double), hot and cold water system, all modern sanitation, private bathrooms attached.

EXCLUSIVE TABLE

entirely under European management.
Hotel has a splendid aspect to one of the finest locations in Kowloon, away from noise, yet easily accessible.
Terms very moderate. Reservations by letter or cable.

CLAREMONT

Tels.: 57380 & 57385 (Private).
Telegraphic Add.: "Pern" H.K.
Our motto is "SERVICE."

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO', ANTWERP, LONDON AND STRAITS.

The Steamship.

"BENLEDI"

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra hazardous Godowns of The Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th instant, will be subject to rent.

All claims against the steamer must be presented to the Underwriters on or before the 11th January, 1932, or they will not be recognised.
All broken, chipped, and damaged Goods are to be left in the Godowns where they will be examined on the 24th instant at 10 a.m. by Messrs. Goddard & Douglas.

To comply with the General Bonded Warehouse Regulations consignees must have a Revenue Officer in attendance when damaged dutiable goods are examined.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by—

GIBB, LIVINGSTON & CO., LTD.

Hong Kong, 21st December, 1931.

THE KWONG HIP LUNG CO. LTD.

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office: 64, Connaught Road Central, Hong Kong. Tel. 20459.

Shipyard: Sham-shui-po, Kowloon, Hong Kong. Kowloon Tel. 57009.

Estimates furnished on application.

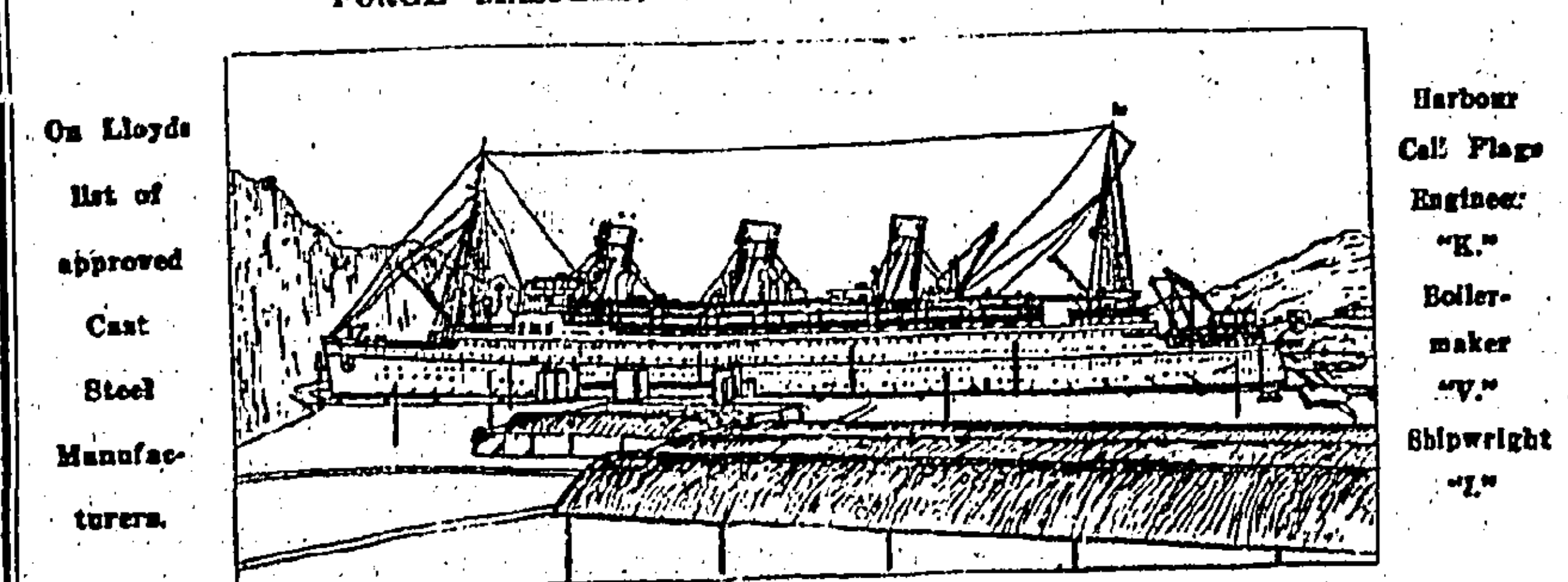
Hong Kong, April 1, 1924.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

HEAD OFFICE AND WORKS:

Telegrams: "MANIFESTO HONG KONG." KOWLOON, HONG KONG. Telephone: 28020. KOWLOON DOCK 58053.

DOCK OWNERS, SHIP DESIGNERS AND BUILDERS, MARINE AND LAND ENGINEERS, BOILER MAKERS, IRON, STEEL, AND BRASS FOUNDERS, FORGE MASTERS, WELDERS AND ELECTRICIANS.



T.S.S. "EMPRESS OF JAPAN."

In No. 1 Dock. Dimensions: 665' O.A. x 85' x 48'6" Mid. 26,000 tons Gross.

The Company possesses Six Granite Docks and Two Patent Slipways.

The dimensions of No. 1 Dock are 700'0" x 98'0" x 30'6" over all, H.W. O.S.T. Salvage Tug "Henry Roswell," 2,000 H.P. Wireless Call Signal V.P.R.T. and Flag Call Signal T.H.Q.B. Sheerlegs capable of lifting 80 tons.

Codes Used: A.I. A.B.C. Fifth Edition: Engineering, First and Second Edition.

Western Union. Bentley and Walker.

Kindly send enquiries to the Chief Manager.

R. M. DYER, B.Sc., M.I.N.A., Kowloon Docks, Hongkong.



ALL YEAR ROUND TRIP TICKETS —
Hong Kong to Victoria (CANADA),
Vancouver (CANADA),
Seattle (U.S.A.),
San Francisco,
Los Angeles.

and return — First Class G\$656.25.
Time Limit. — One Year.

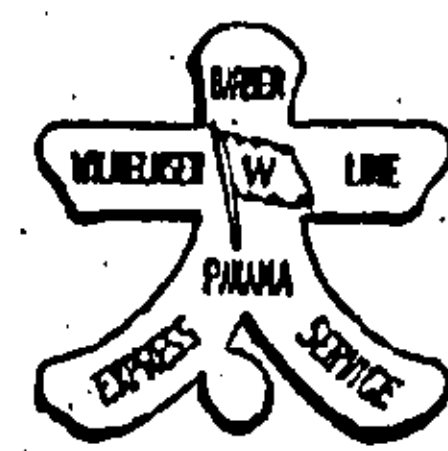
SUMMER ROUND TRIP TICKETS —
Hong Kong to Victoria (CANADA),
Vancouver (CANADA),
Seattle, (U.S.A.),
San Francisco,
Los Angeles.

and return — First Class G\$565.00
Special Class G\$297.00

Summer Round Trip tickets will be on sale during the months of June, July and August, 1932. Return limit December 31. SPECIAL CLASS cabins are available on all "President Liners" to Seattle at fortnightly intervals, and on our splendid new "PRESIDENT ROVER" AND "PRESIDENT COOLIDGE" to Honolulu, San Francisco, Los Angeles, Panama Canal, thence to New York.

We shall be glad to furnish further information on request.

DOLLAR STEAMSHIP LINE
AMERICAN MAIL LINE



BARBER WILHELMSSEN
LINE

THE PREMIER ALL WATER ROUTE TO NEW YORK
and other U.S. Atlantic Ports via Panama.

All vessels call at SAN FRANCISCO and LOS ANGELES en route.

Passengers desiring to travel by this interesting route will find the accommodation provided well up to their expectations, and at a cost most reasonable.

42 Days To New York.

For Passenger and Freight Information please apply:—

DODWELL & CO., LTD.

Queen's Buildings. Telephone 28021. Agents.

BRITISH WUCHOW LINE

SAILING DATES FOR DEC, 1931 (Subject to Change).

DEPARTURE HOURS: Hong Kong 6.30 p.m., Wuchow 3 p.m.

Steamer	Leaves Hong Kong	Arrives Wuchow	Leaves Wuchow	Arrives Hong Kong
TAI MING	FRI. 25th	SUN. 27th	MON. 28th	TUES. 29th
TAI HING	MON. 28th	WED. 30th	THURS. 31st	FRI. 1st
TAI MING	WED. 30th	FRI. 1st	SAT. 2nd	SUN. 3rd

Regular Service of Fast, High Class River Steamers having good Accommodation for First Class Passengers. Electric Light and Fans in State-rooms and Saloon. The s.s. "Tai Hing" is fitted with Wireless.

Ports of Call—Samshui, Shunghing, Takshing & Doshing.

Fares Return (not including meals) \$20.00.

Meals and Wines are to be obtained on board.

Hong Kong Arrivals & Departures from Tai Hing Wharf.

For information apply to—

29, Connaught Road, West. SANG WO Co., Ltd.

Phone 20893.

THE CARAVAN
JUST RECEIVED
SPECIAL CONSIGNMENT OF
LINGERIE (LATEST DESIGNS)
LOUNGING PYJAMAS.
NOW ON VIEW AT
7, CHATER ROAD
(KING'S BLDG.),
KOWLOON.
TEL. 21450.

ARCADE
PENINSULA HOTEL,
KOWLOON.
TEL. 68081.

The China Mail.

ESTABLISHED 1845.

HONG KONG, THURSDAY, DECEMBER 24, 1931.

DENTALINE
(Concentrated Antiseptic)
Is more than a mouth-wash — it actually
KILLS GERMS
Dentaline is an Antiseptic Germicide and Astringent.
Properly diluted it is delightful to taste and
refreshing to use.
THE PHARMACY
Asiatic Building. Tel. 20345. Queen's Road

CENTRAL

SEE THEATRE HEAR

TO-DAY & TO-MORROW
at 2.30, 5.10, 7.15 & 9.20 p.m.

BIGGEST ALL-OUTDOORS' THRILL
YOU EVER HAD!

WANTED for love!



"THE TEXAN"
with
GARY COOPER
FAY WRAY
A Paramount Picture

A TEXAS Sheriff wants him for murder — two women want him for love. This steel-muscled, hard-riding caballero of the badlands. Who wins?
See and hear Gary Cooper, famous as "The Virginian" in another fascinating all-out-door romance!

Special Added Musical Attraction!
Grand Attraction of the Year!
The Smartest Entertainment of the Season!

DICK LEUTERIO
and
HIS CAPITOLIANS

(A Paramount Picture Orchestra in Hollywood).

A New Music Programme!

1. CASEY JONES BLUES (Railroad effect).
2. YOU'RE DRIVING ME CRAZY (Song by Larry Rull).
3. MARITANA (Modern arrangement).
4. WHEN YOUR LOVER HAS GONE (A sweet slow drag)...
5. JIG TIME (Record arrangement).

The Combination of the Orchestra:

Piano, Mr. Dick Leuterio
Mr. Apolo Arevalo. 1st Alto Saxophone, Baritone,
Clarinet, and Singer.

Mr. Isabelo Scilla—2nd Tenor saxophone, Baritone, clarinet and violin.
Mr. Wenceslao Tobias—3rd alto saxophone, Baritone, clarinet and violin.
Mr. Santos Mendez—Trumpet and guitar player.
Mr. Bernardo Guerra—2nd Trumpet and singer.
Mr. Moises Exleta—Trombone and Tenor saxophone.
Mr. Gregorio Alberto—Bass, Tuba Helicon, and Counter Bass.
Mr. Larry Rull—Drums, Traps, and singer.

PRICES AS USUAL!

BOOK EARLY! PHONE NO. 25720.

Note:—Music programme completely changes with the change of picture.

NEXT CHANGE!
"QUEEN HIGH"

with
Stanley Smith, Ginger Rogers
CHARLES RUGGLES
and
Frank Morgan
A Paramount Picture

NEWS TABLOIDS AND OVERNIGHT CABLES SUMMARISED.

Sterling.
Sterling has improved, and Government securities have made slight advances since the Hoover Moratorium Bill has been ratified.

Chiang Kai-shek.
The precise cause of the Marshal's sudden flight from the capital is by no means clear. Two days ago it was confidently predicted that he would preserve the bulk of his power in the Government. But he has now surrendered everything to his rivals. It is understood, however, that he is to be invited to emerge from his retirement to take an active part in the new Government.

India.
The names are announced of British members of Committees which are to continue examination in India of matters arising out of discussions of the Indian Round Table Conference. The names of Indian members are to be announced in due course.
A further announcement will also be made regarding the scope and character of these Committees' work.

Fire at Children's Xmas Party.
In a house on the Peak yesterday evening, in the course of a cinema film display, one of the films caught fire, and, for a little while, caused anxiety. The fire was quickly extinguished and all danger averted. The operator was slightly burned about the hands and face, and a lady cut her hand in opening a window. In her hurry she inadvertently pushed her hand through a pane of glass.

Germany's Burdens.
The Special Commission of the Bank of International Settlements reports that Germany will be unable to pay conditional annuities under the Young Plan when the Hoover moratorium expires, and that unless confidence is restored by adaptation between countries of all debts, a further collapse will result.

President Hoover has signed the Moratorium Bill, which gives Europe breathing space for two years longer.

China and Japan.
A conference was held yesterday between M. Briand and the Chinese and Japanese delegates in regard to recent developments in Manchuria. The scale of Japanese anti-bandit operations has caused misgivings in Chinese quarters, and China is said to be considering appealing once again to the League to intervene.

Limitation of Shipbuilding.
The Cunard Company has not been approached on this subject by either the French Government or the French shipping company constructing the Ile de France. It seems, however, that no "truce" is likely to be observed, since the Cunard Company regards as necessary for its Atlantic express service

the mammoth liner, work on which, for the time being, has been suspended.

A deputation, representative of interests affected by suspension of work on the giant Cunarder, had an interview with the Board of Trade, yesterday, and asked for national aid to enable work to be resumed on the ship.

Vatican Library Collapse.
The death roll, so far, is five—Professor Vattasso and four workmen. Many priceless treasures have been destroyed, and many rare books and manuscripts badly damaged.

Aerial Tour of East Africa.
A tour of British East Africa is to be undertaken in January by four R.A.F. planes.

Herr Hitler.
The Nazi leader, yesterday, was involved in a motor-car accident, when he broke a finger and received many cuts and bruises.

Christmas at Home.
Not a "White" Christmas but a fine, crisp Christmas is predicted for this year.

Shopping centres are as animated as usual at this time of the year, and a large volume of business has been put through at generally lower prices.

The customary holiday excursions have commenced, trains being run in duplicate and even triplicate. There is a reduction in Continental bookings. A large number of visitors are spending the holidays at South Coast English resorts.

MOUNTAIN DISTRICT COMBED.

Bank Employees Locked in Vault.

THREE MUSKETEERS.

Peace officers and armed farmers and lumbermen combed the rugged mountain country of St. Maries, Idaho, recently, seeking three men who robbed the First National bank of about \$4,000. After the trio abandoned their automobile during a gun battle with a civilian posse nothing was seen of them. Sheriff J. H. O'Rourke of Benewah, leader of the posse, expressed the belief that they were hiding in the heavy underbrush of the region.

The three men, each armed with two pistols and unmasked, locked three bank employees, including President E. W. Truman, and three customers, in the vault. Their loot was in currency.

The robbery was discovered five minutes after the men had fled by the president's brother, but the getaway excited no attention.
Six men from Emida, en route to join the search, said they saw a car approaching with three men. They blocked the road with their car, and ordered the men to stop. Two of them stepped out of the car with automatic rifles and opened fire as the third turned the car around.

After a mile's chase the desperadoes ditched their car on seeing another approaching. They fled

THE GREEN-EYED MONSTER!

BROTHER, ACCUSED.

"Come and give me a kiss, my dear."
With some such words, a Montenegrin peasant of Podgorica took his wife in his arms, apparently to embrace her. But, instead of giving her a kiss, he seized the woman's nose in his strong teeth and bit so fiercely that the end of her nose was entirely severed.
Then he took his gun, sought his brother and shot him dead. The peasant had recently returned from America and suspected that his wife had misadvised herself with his own brother while he was away.

LONDON'S MILK SUPPLY.

A statement that 90 per cent. of the milk retailed in London is at present pasteurised, although it is not sold as such, appears in a report which the Special Services sub-committee submitted to the London Education Committee.

The sub-committee state that they have given instructions that the medical officer shall order for open-air schools and schools for tuberculous children any kind of milk which he may think proper, and tenders have been invited for pasteurised milk.

into the mountains, under fire from occupants of both cars. No one was shot.

MOST HANDSOME MAN IN WORLD.

Institutes a Law Suit.

"BODY MY OWN."

M. Ange Camilli, who has been proclaimed in Paris the most handsome man in the world, has entered a lawsuit in order to vindicate his rights in his own body. Two years ago this athlete, whose frame recalls some of the first statues of Greek youth, was awarded the first prize for plastic beauty by a jury of eminent sculptors and painters in Paris.

Shortly after this verdict the young Adonis was photographed in a variety of poses for the benefit of art students. But recently he found, in a bookseller's shop a series of picture postcards showing his various poses. The pictures did not mention his name, however, and he is therefore demanding an injunction against their reproduction or sale.

In placing his case before his lawyer, he said: "My body is my own. But they have tried to steal it, or, at any rate, the image of it. They are making its beauty an article of commerce, and this I cannot allow." M. Camilli has lodged a claim for £370 damages against the publisher of the photographs.

AMUSEMENTS

AT THE **QUEEN'S** TO-DAY TO SATURDAY
At 2.30, 5.10, 7.15 & 9.20.

It ranks with "The Big Parade" for heart-tugs — with "Ben Hur" for thrills!



directed
by
CHARLES BRABIN

Sporting Blood

with **CLARK GABLE**

and a great cast, including:
ERNEST TORRENCE, MADGE EVANS, MARIE PREVOST, LEW CODY and "TOMMY BOY."

NEXT CHANGE.

RICHARD Barthelmess
in **The DAWN PATROL**



with **DOUGLAS FAIRBANKS, Jr. NEIL HAMILTON**

Let "Our Dick" take you to the very heights of drama. He'll bring you crashing to earth again in a thrill-packed story you'll never forget!

A FIRST NATIONAL
Production

AT THE **STAR** TO-DAY TO SATURDAY
AT 2.30, 5.20, 7.20 & 9.20.



RAMON NOVARRO

in **"Call of the Flesh"**

DOROTHY JORDAN ERNEST TORRENCE



Don't let a Cough
Torture you — take

'RESIVAL'



Printed and published for the Proprietors, The Newspaper Enterprise Limited, by DAVID CHRISTIAN
Wing Lok, Business Manager, at 24, Wyndham Street, Hong Kong.